



the CLEVELAND
OPPORTUNITY CORRIDOR
PROJECT

**Final Environmental Impact
Statement / Record of Decision**

APRIL 2014



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CLEVELAND OPPORTUNITY CORRIDOR PROJECT
CUY – OPPORTUNITY CORRIDOR
PID 77333 City of Cleveland, Cuyahoga County, Ohio
RECORD OF DECISION

April 2014

The Federal Highway Administration (FHWA) approves the decision to construct and operate the preferred alternative as identified in the attached Final Environmental Impact Statement (FEIS) for the Cleveland Opportunity Corridor project. The preferred alternative involves building an urban boulevard with traffic lights at intersections from the I-490-East 55th Street intersection to the East 105th Street-Chester Avenue intersection. The proposed boulevard will have two westbound through-lanes, but the number of eastbound through-lanes will vary. The project includes three eastbound through-lanes between I-490 and Woodland Avenue. In general, the roadway will have two through-lanes between Woodland Avenue and Chester Avenue, but the roadway between Cedar Avenue and Euclid Avenue will include a third eastbound through-lane. Left-turn lanes will also be added at many of the intersections.

The preferred alternative meets the project purpose of improving the roadway network within a historically underserved, economically depressed area within the City of Cleveland. It will also address the identified transportation need elements, including improving system linkage, improving mobility and supporting planned economic development. FHWA has also identified the preferred alternative as the environmentally preferred alternative, since it represents the best option for the Opportunity Corridor project. FHWA also finds that all practicable measures to minimize environmental harm have been incorporated into the design of the preferred alternative. Appropriate environmental commitments will be carried out to mitigate impacts.

This decision is based on an evaluation of information presented in the Draft Environmental Impact Statement (DEIS), the attached FEIS and all technical reports and supporting documentation incorporated by reference into the DEIS and FEIS. Additional basis for this decision is contained in the remainder of this Record of Decision.

5-1-14

Date of Approval



Laura S. Leffler, Division Administrator,

Federal Highway Administration, Ohio Division

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RECORD OF DECISION

INTRODUCTION

The Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT), as joint lead agencies, are proposing the construction of a new arterial roadway (urban boulevard) within the City of Cleveland, Cuyahoga County, Ohio. The following are participating agencies in this project:

- U.S. Army Corps of Engineers
- U.S. Department of Housing and Urban Development
- U.S. Department of the Interior
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- Federal Railroad Administration
- Federal Transit Administration

The Draft Environmental Impact Statement (DEIS) for the project describes why the transportation project is needed, the alternatives that were studied, the preferred alternative and its potential effects on the human and natural environment, the efforts to include the public and agencies in the decision-making process, as well as the outcomes of these efforts. The DEIS also identifies proposed mitigation for unavoidable impacts.

The DEIS was published in the *Federal Register* on Sept. 13, 2013. A formal comment period began with the publication of the DEIS and ended on Oct. 31, 2013. In accordance with the provisions contained in the Moving Ahead for Progress in the 21st Century Act (MAP-21), ODOT and FHWA are issuing a single document which combines the Final Environmental Impact Statement (FEIS) and the Record of Decision (ROD). The intent to combine these documents was provided in a Coordination Plan sent to the project's participating agencies in June 2013. After a thorough review of the comments received on the DEIS, ODOT and FHWA jointly affirmed the decision to prepare a combined FEIS/ROD document and notified the participating agencies of this intent on December 9, 2013.

The preferred alternative involves building an urban boulevard with traffic lights at intersections from the I-490-East 55th Street intersection to the East 105th Street-Chester Avenue intersection. The proposed boulevard will have two westbound through-lanes, but the number of eastbound through-lanes will vary. The project includes three eastbound through-lanes between I-490 and Woodland Avenue. In general, the roadway will have two through-lanes between Woodland Avenue and Chester Avenue, but the roadway between Cedar Avenue and Euclid Avenue will include a third eastbound through-lane. Left-turn lanes will also be added at many of the intersections.

The proposed boulevard will be approximately 3.6 miles long. Approximately 2.4 miles will be built where no roads exist now. Approximately 1.2 miles – the stretch from Quincy Avenue to Chester Avenue – will be built on existing East 105th Street. The boulevard will include a low, grassy median between East 55th Street and Cedar Avenue. However, the grassy median and tree lawns will not be included on the bridges. The proposed boulevard will also include a walking/biking path on the south side of the roadway, and a sidewalk on the north side. A detailed description of the preferred alternative, including changes to the local street network and proposed bridges is included in **Section 3.5** on page 3-42 of the Final Environmental Impact Statement (FEIS).

PURPOSE AND NEED

The purpose of the Cleveland Opportunity Corridor project is to improve the roadway network within a historically underserved, economically depressed area within the City of Cleveland.

The proposed project must address the following need elements:

- Improve system linkage;
- Improve mobility; and
- Support planned economic development.

The following goals have also been identified for the Cleveland Opportunity Corridor project:

- Improve public transportation connections; and
- Improve facilities for pedestrians and cyclists.

ALTERNATIVES CONSIDERED

The alternatives for the Cleveland Opportunity Corridor project were developed through the ODOT's Project Development Process, which uses environmental and engineering studies to find solutions for transportation problems. As part of the alternatives development and evaluation process, the project team coordinated extensively with those who live, work, own businesses, or have other special interests in the study area. This process, which is called context sensitive solutions (CSS) design, is intended to develop a project that fits within a community. Using CSS can help to keep and improve visual, historic, community and environmental resources while still meeting all of the project requirements. The Cleveland Opportunity Corridor steering committee also provided input. This 21-member group is made up of neighborhood, business, political and transportation agency representatives, and leaders of community development corporations.

ODOT began studying the Opportunity Corridor during the Cleveland Innerbelt study, which began in 2000. During this study, alternatives were developed to address the transportation needs associated with Cleveland's Innerbelt Bridge. The alternatives studied included rehabilitation/reconstruction of existing roadways; Transportation Demand Management (TDM) measures such as improving transit and providing lanes for High Occupancy Vehicles (HOV); Transportation System Management (TSM) measures to manage traffic volumes using technology and Intelligent Transportation Systems (ITS); capacity enhancements; and other geometric improvements. Several of these alternatives were recommended for further study either by ODOT or others.

As part of the *Innerbelt Strategic Plan* (July 2004), concepts were also developed to shift some traffic from the Innerbelt Bridge to other roads. One specific concept was to provide a better transportation connection between I-490 and University Circle. Both freeway and boulevard connections were studied, but the freeway alternative was not recommended due to costs, estimated property impacts and public opposition. The results of these studies and analyses were presented to the public at multiple public meetings held between 2001 and 2003.

Based on the recommendations of the Innerbelt study and public feedback, the project team decided that an urban boulevard – a new road with a wide median and traffic lights at intersections – should be further studied as part of separate project, which came to be known as the Opportunity Corridor project. The Opportunity Corridor project was officially started in 2004. The recommendations and conclusions of the Innerbelt study were used as the starting point for the Opportunity Corridor project alternatives development and evaluation. A range of alternatives was studied, including improving existing streets – such as East 55th Street and Woodland Avenue – as well as new roadways both north and south of the Norfolk Southern (NS)/Greater Cleveland Regional Transit Authority (GCRTA) rail trench.

The alternative that widened East 55th Street and Woodland Avenue was removed from further study because the transportation benefits it would provide were not enough to justify the relatively high impacts to community facilities, cemeteries and churches. Generally speaking, new roadways north of the NS/GCRTA rail trench also were not studied further because they would not support the planned economic development in the Forgotten Triangle. Alternatives south of the NS/GCRTA rail trench were found to meet the project purpose and need and were studied further. The alternatives are described in more detail in the *Opportunity Corridor Draft Strategic Plan* (September 2006) and the *Opportunity Corridor Conceptual Alternatives Study* (October 2010). Alternatives such as Transportation Demand Management (TDM) and Transportation System Management (TSM) were not studied in detail during the development of the Opportunity Corridor project, because they would not meet all elements of the project's purpose and need.

The development of the Opportunity Corridor project was placed on hold between 2006 and 2009 due to a lack of funding. Therefore, the first public meetings for the Opportunity Corridor project were held in September 2009. These meetings were used to introduce the project, gather input about the alternatives and confirm the work completed to date and captured in published planning studies. A second series of public meetings was held in October 2010. Several neighborhood meetings were also held between 2009 and 2010. Each of these meetings was used to present the alternatives studied to the public and project stakeholders, as well as to solicit their feedback.

Based on the public input and more detailed study, several alternatives were eliminated, leaving one remaining alternative. The recommended preferred alternative was presented to the public and project stakeholders at public meetings in July 2011. Based on the comments and input received at those meetings, the project team decided to evaluate the preferred alternative in the Draft Environmental Impact Statement (DEIS).

The preferred alternative involves building a 4- to 5-lane urban boulevard with traffic lights at intersections from the I-490-East 55th Street intersection to the East 105th Street-Chester Avenue intersection. The boulevard will include a low, grassy median between East 55th Street and Quincy Avenue. A raised median will be included between Quincy and Cedar avenues, although medians and tree lawns will not be included on the bridges. The proposed boulevard will also include a walking/ biking path on the south side of the roadway, and a sidewalk on the north side.

In addition to the build alternatives, the No-Build Alternative was also studied. It included minor, regular short-term safety and maintenance efforts. It also included other major projects that would affect transportation in the study area. The No-Build Alternative did not meet the purpose and need for the Cleveland Opportunity Corridor project. The No-Build Alternative would keep existing connections between I-77 and University Circle, but it would not improve these connections. The No-Build Alternative would also not improve mobility or levels of service for traffic traveling to, from and within the area between I-77 and University Circle. This alternative also would not create the transportation infrastructure needed to support revival and redevelopment in and around the study area.

The preferred alternative meets the purpose and need for the project and will:

- Improve “system linkage” – connections among the roads, neighborhoods and businesses – with an east-west arterial street between I-77 and University Circle;
- Improve mobility – the movement of people between I-77 and the University Circle; and
- Create the infrastructure to support planned revival and redevelopment in and around the “Forgotten Triangle,” which is bordered by Kinsman Road, Woodland Avenue and Woodhill Road.

The preferred alternative will also accomplish the following objectives:

- Improve connectivity among transit facilities including GCRTA stations;
- Support redevelopment plans that could increase patronage within the transit system;

- Provide multiple transportation mode options by including safe bicycle and pedestrian facilities; and
- Improve connections to existing and planned multimodal facilities in and near the study area.

MEASURES TO MINIMIZE HARM

The project team has worked to avoid, minimize and mitigate the potential environmental impacts of the proposed project. This process included extensive efforts to involve the public and stakeholders in the planning and design of the proposed project. The primary environmental impacts of the project are the proposed acquisition and demolition of 64 residential buildings, 25 commercial buildings and one church. This will require the relocation of an estimated 76 residential units and 16 commercial occupants. In accordance with ODOT's project development process, a pre-acquisition survey will be completed during final design to determine displacements and gather information necessary to complete the relocation process. Unavoidable impacts to low-income and minority populations would also occur. Several measures will be put into place to mitigate these impacts.

Table A summarizes resources present in the project area, anticipated impacts and the steps that will be taken to reduce or mitigate the impacts of the Cleveland Opportunity Corridor project.

Table A: Environmental Resources, Impacts and Mitigation Summary

ENVIRONMENTAL RESOURCE	PREFERRED ALTERNATIVE	ENVIRONMENTAL COMMITMENTS AND MITIGATION
Streams or Surface Water Bodies	No impacts.	None.
Aquatic Habitat	No impacts.	None.
Water Quality	Improved water quality through: <ul style="list-style-type: none"> • Construction of a separate storm sewer system. • Construction of a depressed grassy median to slow down runoff and naturally filter it. • Construction of a detention basin in the Kingsbury Run Ravine to store stormwater and slowly release it. 	<ul style="list-style-type: none"> • An Ohio Environmental Protection Agency (OEPA) National Pollutant Discharge Elimination System (NPDES) permit will be obtained before construction activities occur. Coordination with OEPA and the Northeast Ohio Sewer District (NEORS) will continue during final design. • A Storm Water Pollution Prevention Plan (SWPPP) will be prepared by the contractor. • Best Management Practices (BMPs) from ODOT's Construction and Material Specifications will be used during and after construction to control erosion and sediment.
Wetlands	No impacts.	None.
Threatened and Endangered Species or Habitat	<ul style="list-style-type: none"> • The project is within the range of several state and federally endangered species, including the Indiana bat, piping plover, Kirtland's warbler, Canada warbler, black bear and king rail. • The project is not likely to impact these species. 	If trees with suitable habitat for the Indiana bat must be cut, cutting must occur between October 1 and March 31. If the trees must be cut during the summer months, a net survey must be completed between June 15 and July 31, prior to the cutting.
Floodplains	No impacts.	None.

ENVIRONMENTAL RESOURCE	PREFERRED ALTERNATIVE	ENVIRONMENTAL COMMITMENTS AND MITIGATION
Farmland	No impacts.	None.
Land Use	Consistent with planned development and local land use plans.	None.
Property*	<ul style="list-style-type: none"> Approximately 46.9 acres permanent right of way. Approximately 39.0 acres temporary easement. Approximately 16% of the land needed is owned by the City of Cleveland Land Bank Program. 	None.
Residential Relocations*	64 buildings/ 76 units (estimated)	None.
Commercial Business Relocations*	25 buildings/ 16 occupants (estimated)	None.
Church Relocations (Buildings)*	1 building	None.
Bicycles and Pedestrians	Improved overall bicycle and pedestrian connections, access and safety by building features for these users.	None.
Roadway Connections	Several streets would be cul-de-sac'd and/or closed.	Where feasible, sidewalks will be extended to the new roadway to maintain pedestrian connections in areas where streets are closed.
Public Transportation	<ul style="list-style-type: none"> Bicycle and pedestrian connections to existing transit facilities will be maintained and, in some cases, improved. Four bus stops on GCRTA Bus Route 11 and one bus stop on Bus Route 10 will be affected by the closure of Quincy Avenue. 	<ul style="list-style-type: none"> GCRTA will modify bus routes in the vicinity of Woodhill Road/Quincy Avenue as necessary to maintain access for transit dependent populations. All modifications to existing public transportation services will be made in accordance with GCRTA's Title VI Program as well as its environmental justice and service change policies. ODOT will fund 80-percent (up to \$3.2 million) of a project to extend the platform at and construct a new ADA-compliant entrance to the GCRTA E. 105th Street-Quincy Avenue train station. ODOT will coordinate with GCRTA during final design regarding the locations of bus stations along E. 105th Street and where the boulevard would intersect existing bus routes. ODOT will coordinate street closures with GCRTA prior to and during construction to assure that no lapses in bus service occur.

* The purchase of private property and cost of moving residents, businesses and churches to build the project would be regulated by state and federal laws, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). These laws provide for the fair and equal treatment of all persons affected by the project.

ENVIRONMENTAL RESOURCE	PREFERRED ALTERNATIVE	ENVIRONMENTAL COMMITMENTS AND MITIGATION
Community or Public Services	Improved access for emergency service providers.	None.
Traffic Noise	The project is predicted to have traffic noise impacts in 24 general locations.	Noise walls are recommended in three areas to mitigate increased traffic noise. The final decision about whether to build the noise walls will not be made until the project is in its final design stage. In accordance with its noise policy, ODOT will gather input from residents and property owners who would be affected by the noise walls. ODOT will decide whether to build the noise walls based on the desires of the affected people. If noise walls are desired, the people who are affected will help decide how the walls will look on their side of the wall. This could include using transparent materials to increase visibility, as well as other alternative materials to improve the look of the barriers.
Air Quality	<ul style="list-style-type: none"> The project is not a project of air quality concern. Additionally, no predicted violations of National Ambient Air Quality Standards would occur as a result of the project. The project is categorized as "Low potential for Mobile Source Air Toxics (MSAT) effects." 	None.
Visual Resources	Several design features were coordinated with the community during the CSS design process to improve the look of the study area.	Public involvement will continue during final design to determine locations and details of community-focused design features. The public will be given the opportunity to have input on details to improve the look of the study area such as colored concrete and form liners. This input will be sought through and in coordination with the affected Community Development Corporations (CDCs).

ENVIRONMENTAL RESOURCE	PREFERRED ALTERNATIVE	ENVIRONMENTAL COMMITMENTS AND MITIGATION
Environmental Justice	Would result in disproportionately high and adverse impacts to low-income and minority populations.	<p>The following measures are proposed to mitigate the impacts and provide added benefits to the local community:</p> <ul style="list-style-type: none"> • ODOT will build two pedestrian/bike bridges: one at East 59th Street and one at East 89th Street. The bridges will include lighting and will be maintained by the City of Cleveland. • ODOT will implement a voluntary residential relocation program to allow some residents whose homes are not directly impacted by the project to be eligible for relocation assistance. Voluntary relocations will be offered assistance and benefits that match those provided to the required relocations. Federal-aid transportation funding will not be utilized for this measure. • For required and voluntary relocations, ODOT will work to provide replacement housing that has similar access to public transit, as long as those options are currently available in the housing market. Also, ODOT will make all reasonable efforts to relocate residents within the same neighborhood, if that is what they desire. • ODOT will contribute \$500,000 toward the planned expansion of the Kenneth L. Johnson (Woodland) Recreational Center. • ODOT will help create a new entrance into the St. Hyacinth neighborhood by constructing enhancements along Maurice and Bellford avenues. This will include street trees and sidewalk and pavement repairs or improvements and will be coordinated with the project stakeholders during final design. • ODOT will construct enhanced bus shelters in areas where the existing bus lines will cross the new boulevard. Key intersections being considered include Kinsman Road, East 79th Street, Buckeye Road, and Quincy and Cedar avenues. ODOT will work with GCRTA during final design to identify the specific locations and the design of the shelters. • ODOT will provide, at a minimum, \$500,000 to be utilized for on-the-job training that will target training opportunities for individuals in the immediate vicinity of the project. Federal-aid transportation funds will not be utilized for this mitigation measure.

ENVIRONMENTAL RESOURCE	PREFERRED ALTERNATIVE	ENVIRONMENTAL COMMITMENTS AND MITIGATION
Parks and Recreational Resources (Section 4(f) and Section 6(f))	<p>The Kenneth L. Johnson (Woodland) Recreation Center, located at 9206 Woodland Avenue, is listed on the National Register of Historic Places (NRHP). Temporary easement (approximately 0.19 acres) will be needed from the planned expansion area of the rec center. The land would be needed for about six months.</p>	<p>During final design, ODOT will coordinate with the National Park Service (NPS) through the Ohio Department of Natural Resources (ODNR) for any anticipated Section 6(f) impacts to the rec center. This coordination will occur approximately one to two years before plans are finalized. To minimize impacts to the rec center, the following items will be included in the final design plans:</p> <ul style="list-style-type: none"> • The plans will require the contractor to protect rec center areas and users with warnings signs, gates, barricades or fences during construction; • Access to the rec center will be maintained at all times. The contractor will be required to closely coordinate the construction schedule with the City of Cleveland. Two weeks before the construction starts, the contractor will notify the city, in writing, of the occupation dates; • Any disturbed areas will be put back to a condition at least as good as or better than what was there before construction started; • No staging/storage of construction equipment will be on the rec center property; and • If unexpected work on the rec center property is needed, advance notice will be given to the City of Cleveland and ODOT to decide if additional coordination is needed.
Cultural Resources (Section 106 and Section 4(f))	<ul style="list-style-type: none"> • Temporary right of way (approximately 0.05 acres) required from the existing Kenneth L. Johnson (Woodland) Recreational Center (9206 Woodland Ave). • Temporary and permanent right of way (approximately 0.12 acres and 0.01 acres, respectively) required from the Wade Park Historic District and two contributing elements: the 4th Church of Christian Scientists (10515 Chester Avenue) and Park Lane Villa (10510 Park Lane). • A Section 106 determination of “no adverse effect” is appropriate for the project. A <i>de minimis</i> Section 4(f) finding applies to impacts to historic resources. 	None.

ENVIRONMENTAL RESOURCE	PREFERRED ALTERNATIVE	ENVIRONMENTAL COMMITMENTS AND MITIGATION
Industrial Properties (Regulated Materials)	<ul style="list-style-type: none"> • 26 properties require Phase I Environmental Site Assessments (ESAs) during final design. • 16 properties currently require Phase II ESAs during final design. Additional Phase II ESAs may be required based on the results of the Phase I ESAs. 	<p>During final design, the project sponsor will complete the remaining Phase I Environmental Site Assessments (ESAs) for the properties affected by the proposed project. Any properties recommended for further study will also be evaluated through Phase II ESAs. The results of those studies, including any requirements for material handling and disposal and worker protection, will be included in the design plans for the project.</p>
Construction Impacts	<p>Potential temporary construction effects could include:</p> <ul style="list-style-type: none"> • Temporary use of land to build the new boulevard and other features; • Temporary increase in noise from construction equipment and activities; • Temporary decrease in local air quality due to increased emissions from construction equipment and dust; • Temporary travel delays and detours affecting roadway users, as well as community and emergency services; and • Temporary interruption of existing utility services. 	<ul style="list-style-type: none"> • Temporary noise impacts from construction activities will be minimized through the use of pre-approved haul routes to bring materials to/from the project. The contractor must also comply with City of Cleveland noise ordinances and other local laws governing construction. • State and local regulations regarding dust control will be followed to minimize air quality impacts during construction. Emissions from construction activities will be minimized through dust control measures outlined in ODOT's Construction and Material Specifications. • The contractor will be required to follow local City of Cleveland ordinances for vehicle idling and all current U.S. Environmental Protection Agency (EPA) air quality regulations. • As part of final design, a maintenance of traffic plan will be prepared to provide access to residences, businesses, public facilities, community services, and local roads during construction. The plan will include coordination with local emergency service providers, as well as news media to keep the general public informed of planned construction activities. • Utility relocations will be coordinated to avoid and/or minimize inconvenience to customers.

ENVIRONMENTAL RESOURCE	PREFERRED ALTERNATIVE	ENVIRONMENTAL COMMITMENTS AND MITIGATION
Indirect and Cumulative Effects	<ul style="list-style-type: none"> • The project could affect the timing and location of planned economic development. However, the effects of any future land use change would also largely be determined by local plans and regulations. • Future land use change could also impact more residents and businesses, although they would be able to choose if they want to move out of the area. If this happens, replacement housing and business sites should be available in nearby neighborhoods. • The project could result in indirect effects to historic resources. These impacts will be avoided or minimized through existing local, state, and federal regulations and requirements. • The project would not result in indirect or cumulative effects to natural resources. • The project may provide increased economic activity and job opportunities. • The project would also improve regional water quality. 	None.

MONITORING AND ENFORCEMENT

The Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT) are ultimately responsible for monitoring and enforcing mitigation measures. ODOT, as well as the contractor, are responsible for compliance assurance of all related commitments and regulatory permit conditions made or obtained for the Cleveland Opportunity Corridor project.

CONCLUSION

The environmental record for this decision includes the following documents:

- The Cleveland Opportunity Corridor Project Draft Environmental Impact Statement FHWA-OH-EIS-13-01-D (August 2013)
- The Cleveland Opportunity Corridor Project Final Environmental Impact Statement FHWA-OH-EIS-13-01-F (April 2014)
- All technical reports and supporting documentation incorporated by reference into the DEIS and FEIS.

These documents, incorporated here by reference, constitute the statements required by the National Environmental Protection Agency (NEPA) and Title 23 of the United States Code on:

- The environmental impacts of the project;
- The adverse environmental effects that cannot be avoided should the project be implemented;
- Alternatives to the proposed project; and
- Irreversible and irretrievable impacts on the environment that may be involved with the project should it be implemented.

Having carefully considered the environmental record noted above, the mitigation measures as required herein, the written and oral comments offered by other agencies and the public on this record, and the written responses to the comments, FHWA has determined that the preferred alternative is also the environmentally preferred alternative. The preferred alternative represents the best option for the Cleveland Opportunity Corridor project. FHWA finds that all practicable measures to minimize environmental harm have been incorporated into the design of the preferred alternative. FHWA will ensure that the commitments outlined herein will be implemented as part of final design, construction contract, and post-construction monitoring. FHWA also determines that this decision is in the best overall public interest.

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FHWA-OH-EIS-13-01-F

CLEVELAND OPPORTUNITY CORRIDOR PROJECT
CUY – OPPORTUNITY CORRIDOR
PID 77333 City of Cleveland, Cuyahoga County, Ohio
FINAL ENVIRONMENTAL IMPACT STATEMENT

Submitted Pursuant to 42 U.S.C. 4332 (2) (c) and 49 U.S.C. 303

By the

U.S. Department of Transportation – Federal Highway Administration – Ohio Division, and the Ohio
Department of Transportation, as Joint Lead Agencies pursuant to 23 U.S. C. 139 (c)

With the participation of the

U.S. Army Corps of Engineers
U.S. Department of Housing and Urban Development
U.S. Department of the Interior
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service
Federal Railroad Administration
Federal Transit Administration

4/25/14
Date of Approval Jerry Wray
Jerry Wray, Director, Ohio Department of Transportation

5/1/14
Date of Approval Laura S. Leffler
Laura S. Leffler, Division Administrator, Federal Highway Administration, Ohio Division

The following persons may be contacted for additional information concerning this document:

Timothy M. Hill
Administrator
Ohio Department of Transportation
1980 W. Broad St.
Columbus, OH 43223
email: tim.hill@dot.state.oh.us
phone: (614) 644-0377

Naureen Dar, PE
Transportation – Engineer
Federal Highway Administration, Ohio Division
200 N. High St., Room 328
Columbus, OH 43215
email: naureen.dar@dot.gov
phone: (614) 280-6846

A Federal agency may publish a notice in the Federal Register, pursuant to 23 USC §139(l), indicating that one or more Federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those Federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

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APPENDICES

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1 INTRODUCTION

1.1 WHAT IS THE CLEVELAND OPPORTUNITY CORRIDOR PROJECT?

The project is located in the City of Cleveland, Cuyahoga County, Ohio. The proposed project involves building an urban boulevard with traffic lights at intersections from the I-490-East 55th Street intersection to the East 105th Street-Chester Avenue intersection. The proposed boulevard between the I-490-East 55th Street intersection and Quincy Avenue generally will be built where no roads exist today, but the stretch from Quincy Avenue to Chester Avenue will be built on existing East 105th Street.

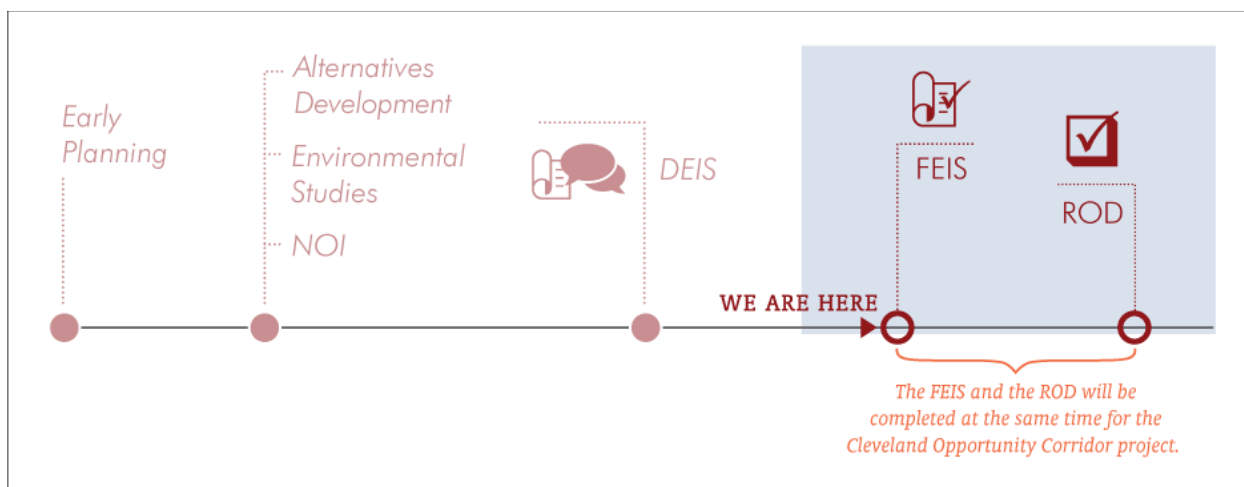
The proposed boulevard will have two westbound through-lanes, but the number of eastbound through-lanes will vary. The project includes three eastbound through-lanes between I-490 and Woodland Avenue. In general, the roadway will have two through-lanes between Woodland Avenue and Chester Avenue, but the roadway between Cedar Avenue and Euclid Avenue will include a third eastbound through-lane. Left-turn lanes will also be added at many of the intersections.

The boulevard will include a low, grassy median between East 55th Street and Quincy Avenue. A raised median will be included between Quincy and Cedar avenues. Medians and tree lawns will not be included on the bridges. The proposed boulevard will also include a walking/biking path on the south side of the roadway and a sidewalk on the north side. Please refer to Section 3.5 on page 3-42 of this Final Environmental Impact Statement (FEIS) for a more detailed description of the preferred alternative.

1.2 WHAT IS THE CURRENT STATUS OF THE PROJECT?

The DEIS answers the question, “What is an Environmental Impact Statement?” on pages 1-6 through 1-8. **Figure 1-1** below is an updated graphic that shows the process used to develop the Opportunity Corridor EIS and the project’s current status.

Figure 1-1: The EIS Process



A Notice of Intent (NOI) to prepare an EIS was published in the *Federal Register* on Sept. 1, 2010. A Draft Environmental Impact Statement (DEIS) for the Cleveland Opportunity Project was published on Sept. 13, 2013 to evaluate the preferred alternative in detail. Agencies and the public were given the opportunity to review the DEIS and other project information and provide comments to ODOT by Oct. 31, 2013. A

public hearing for the DEIS was held on Oct. 1, 2013. Since then, the project team has reviewed the input received during the comment period and completed additional coordination with the project stakeholders. Based on those efforts, the project team has made minor updates to the design of the preferred alternative and further defined the mitigation measures incorporated into the project. The activities and updates that have taken place since the DEIS was published are summarized in this FEIS.

1.3 WHAT IS A FINAL ENVIRONMENTAL IMPACT STATEMENT?

This FEIS summarizes what has changed or been updated since the DEIS was published. To avoid repeating information that has not changed, the DEIS is incorporated into the FEIS by reference. The format of the FEIS closely follows the DEIS. Each chapter of the FEIS briefly summarizes information from the DEIS which has not changed but primarily focuses on changes or updates in the project's design, setting, technical analysis, impacts and mitigation. The FEIS also clarifies key topics that were raised during the DEIS comment period. Finally, the FEIS describes the agency and public comments received on the DEIS and provides responses to those comments.

1.4 WHAT IS A RECORD OF DECISION?

The Record of Decision (ROD) is the formal approval of the EIS and the preferred alternative, which will allow the project to move toward final design and construction. The ROD identifies the preferred alternative, explains the reasons for the project decision, summarizes the mitigation measures that will be incorporated in the project and describes how the mitigation measures will be monitored and/or enforced.

1.5 WHY ARE THE FEIS AND THE ROD COMBINED?

Historically, FEIS and ROD documents were issued as separate documents with a minimum 30-day period between the FEIS and ROD. However, that process was changed in 2012 when Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21) bill. Section 1319(b) of MAP-21, *Accelerated Decisionmaking in Environmental Reviews*, allows the FEIS and ROD to be combined into a single document unless:

1. The FEIS makes substantial changes to the proposed action that are relevant to environmental or safety concerns; or
2. There are significant new circumstances or information relevant to environmental concerns and that bear on the proposed action or the impacts of the proposed action.

While this FEIS summarizes minor updates to the preferred alternative, none of the updates are anticipated to substantially change the proposed action or the potential impacts that are described in the DEIS. Furthermore, this FEIS does not present substantive new circumstances or information about the project or the associated environmental concerns. Therefore, the ROD for the Cleveland Opportunity Corridor project is included as part of the executive summary of the FEIS. ODOT notified the participating agencies for the Opportunity Corridor project of its intent to prepare a combined FEIS/ROD on Dec. 9, 2013 (see Appendix A).

2 PURPOSE AND NEED

2.1 WHAT ABOUT THE PROJECT PURPOSE AND NEED HAS CHANGED SINCE THE DEIS?

The purpose and need for the Cleveland Opportunity Corridor project has not changed since the Draft Environmental Impact Statement (DEIS) was published. There were no substantive comments received on the DEIS that would affect the purpose and need. This chapter provides an overview of the project purpose and need using content from the DEIS. It is important to note that no new analysis regarding purpose and need is included in this Final Environmental Impact Statement (FEIS). For a detailed summary of the purpose and need for the Cleveland Opportunity Corridor project, refer to Chapter 2 of the DEIS, which is incorporated by reference into this FEIS.

2.2 WHAT IS THE PURPOSE OF THE CLEVELAND OPPORTUNITY CORRIDOR PROJECT?

The purpose of the project is to improve the roadway network within a historically underserved, economically depressed area in the City of Cleveland.

2.3 WHAT BASIC TRANSPORTATION NEEDS MUST THE PROJECT MEET?

The proposed project must:

1. **Improve system linkage** – The Cleveland Opportunity Corridor project must provide improved access between I-77 and University Circle.
2. **Improve mobility** – The Cleveland Opportunity Corridor project must provide improved mobility and better levels of service for traffic traveling to, from and within the area between I-77 and University Circle.
3. **Support planned economic development** – The purpose of the Cleveland Opportunity Corridor project is to provide a transportation system that supports planned economic development. To achieve this, the Opportunity Corridor must improve mobility, connectivity and access in the area between I-77 and University Circle.

2.4 HOW DO 'GOALS AND OBJECTIVES' FIT INTO PURPOSE AND NEED?

Goals and objectives are not the basic transportation needs a project must meet, but they are used along with the needs to study a project. The goals and objectives were not used to choose alternatives, but they were used to guide the design. They helped to define the design features and space requirements of the build alternatives.

The goals and objectives for the Cleveland Opportunity Corridor project include:

1. **Improve public transportation connections** – The Greater Cleveland Regional Transit Authority (GCRTA) stations located along East 79th Street have the lowest ridership on the rail system due to limited activity around the sites. A goal of the project is to provide better connections to these stations. The project should also support planned economic development that will increase the number of GCRTA riders.

2. **Improve facilities for pedestrians and cyclists** – The City of Cleveland and the Northeast Ohio Areawide Coordinating Agency (NOACA) have adopted plans focused on improving bicycle facilities in the area of the project. A goal of the project is to support these efforts by providing safe bike and pedestrian facilities. This will also provide people that live in the neighborhoods with choices about how to travel. Another goal of the project is to improve connections to existing and planned pedestrian and bike paths.

2.5 WHERE WILL THE PROJECT BEGIN AND END?

The project will begin at I-490-East 55th Street in the west and end at Chester Avenue/East 105th Street in the east. These roads are logical endpoints for goods, employees, patients, students, residents and tourists who live or travel in the area. After reaching I-490/I-77/East 55th Street, people can drive to I-77, I-71 and I-90 and connect to western and southern suburbs, or the Cleveland Hopkins International Airport. When people reach East 105th Street/Chester Avenue, they can go on to the University Circle area or other eastern suburbs.

The beginning and end points of the project have been agreed upon by the Ohio Department of Transportation (ODOT) and the Federal Highway Administration (FHWA). They provide an area that is just the right size to meet the project purpose and need. This allows for, but does not require, future projects in the study area or in the region. It also assures that other transportation improvements are not needed for the project to be useful to the public.

3 ALTERNATIVES

3.1 HAVE ANY NEW ALTERNATIVES BEEN STUDIED SINCE THE DEIS?

No new alternatives have been studied since the Draft Environmental Impact Statement (DEIS) was published. This chapter provides updates to the following sections of the DEIS:

- How were the alternatives developed? (DEIS pages 3-1 and 3-2)
- What is the preferred alternative? (DEIS pages 3-7 through 3-9)

In addition, the comments received on the DEIS indicated that the Final Environmental Impact Statement (FEIS) should provide more details about the alternatives that were analyzed for the Cleveland Opportunity Corridor project. Other comments requested further details about the preferred alternative. Therefore, this chapter also addresses the following questions:

- “What is the full range of alternatives considered and why were some eliminated from further study?”
- “What about the preferred alternative has been updated since the publication of the DEIS?”
- “How does the preferred alternative comply with other transit-related plans?”
- “How was the preferred alternative coordinated with other local plans and initiatives?”

The FEIS does not include updates to the other sections in Chapter 3 of the DEIS.

3.2 HOW WERE THE ALTERNATIVES DEVELOPED?

The alternatives for the Cleveland Opportunity Corridor project were developed through the Ohio Department of Transportation’s (ODOT’s) Project Development Process (PDP), which uses environmental and engineering studies to find solutions for transportation problems. The process begins with looking at transportation problems and needs and studying existing data about an area. As the process moves along, new information is gathered, and engineering designs are refined. Alternatives that don’t address the transportation needs, are too expensive or would cause too many impacts are removed from further study. The remaining alternatives are studied in greater detail until one, preferred alternative is identified.

The DEIS and this FEIS summarize the major design features of the preferred alternative and its potential impacts. The information is based on the preliminary engineering design. As the project moves toward final design and construction, the engineering design will be refined even more, including efforts to further minimize impacts. The project will create direct impacts from its construction and operation. The direct impacts are described in the DEIS and this FEIS and are based on the amount of land needed to build and operate the new roadway, the location of the new roadway and the location of natural and human environmental resources. The DEIS also considers potential indirect and cumulative effects.

Numerous alternatives were considered before the preferred alternative for the Cleveland Opportunity Corridor project was identified. The DEIS provides a general discussion of these alternatives and refers to several detailed documents, including:

- *Cleveland Innerbelt Strategic Plan* (July 2004);
- *Opportunity Corridor Draft Strategic Plan* (September 2006);
- *Opportunity Corridor Conceptual Alternatives Study* (October 2010);
- *Early Analysis of West Alternates* (March 2011);

- *Analysis of Central Alternates* (June 2011); and
- *Opportunity Corridor Public Involvement Summary* (January 2013)

The reports listed above include over 750 pages of text, data and exhibits documenting the alternatives evaluation for the Cleveland Opportunity Corridor project. They are on the CD included with the DEIS and incorporated by reference into both the DEIS and this FEIS. This chapter elaborates on the alternatives development and evaluation using content from these existing reports. It is important to note that no new alternatives analysis is included in this FEIS.

3.3 WHAT IS THE FULL RANGE OF ALTERNATIVES CONSIDERED AND WHY WERE SOME ELIMINATED FROM FURTHER STUDY?

Throughout the project development process, detailed evaluation matrices were prepared to compare the impacts and benefits associated with the alternatives. The information in the evaluation matrices, along with public and stakeholder input, was used to identify alternatives that should be dismissed from consideration and those that should be studied further. At each stage in ODOT's Project Development Process (PDP), new evaluation matrices were prepared to reflect the most current data available and refinements to the alternatives. The evaluation matrices prepared for the Cleveland Opportunity Corridor project can be found in the following locations:

- *Opportunity Corridor Draft Strategic Plan* (September 2006) – Appendix G;
- *Opportunity Corridor Conceptual Alternatives Study* (October 2010) – Appendix B; and
- *Analysis of Central Alternates* (June 2011) – Table 1, page 3.

The reports listed above are on the CD included with the DEIS and are incorporated by reference into both the DEIS and this FEIS.

Cleveland Innerbelt Study

In 2000, ODOT began studying the Opportunity Corridor as a result of public comments received during the Cleveland Innerbelt study. During this study, alternatives were developed to address the transportation needs associated with Cleveland's Innerbelt Bridge. The alternatives studied included rehabilitation/reconstruction of existing roadways; Transportation Demand Management (TDM) measures such as improving transit and providing lanes for High Occupancy Vehicles (HOV); Transportation System Management (TSM) measures to manage traffic volumes using technology and Intelligent Transportation Systems (ITS); capacity enhancements; and other geometric improvements.

Figure 3-1 on page 3-3, shows the TDM measures developed and evaluated during the Cleveland Innerbelt study. **Figure 3-2** on page 3-4 shows the TSM measures developed and evaluated during the Cleveland Innerbelt study.

Some TDM and TSM measures were eliminated from consideration. The following is excerpted from the Cleveland Innerbelt Strategic Plan:

“Several configurations of dedicated HOV and shared use HOV facilities were considered during this phase of the study. None of the alternatives considered had a major impact on bus ridership and none had any real congestion impact in the peak hour as measured in vehicle hours of delay . . . Thus, HOV facilities were not considered as a potential component of any of the Hybrid Alternatives.”

Excerpted from the Cleveland Innerbelt Strategic Plan (July 2004), pages 1-94 and 1-95



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(PID 77333)
Cleveland, OH

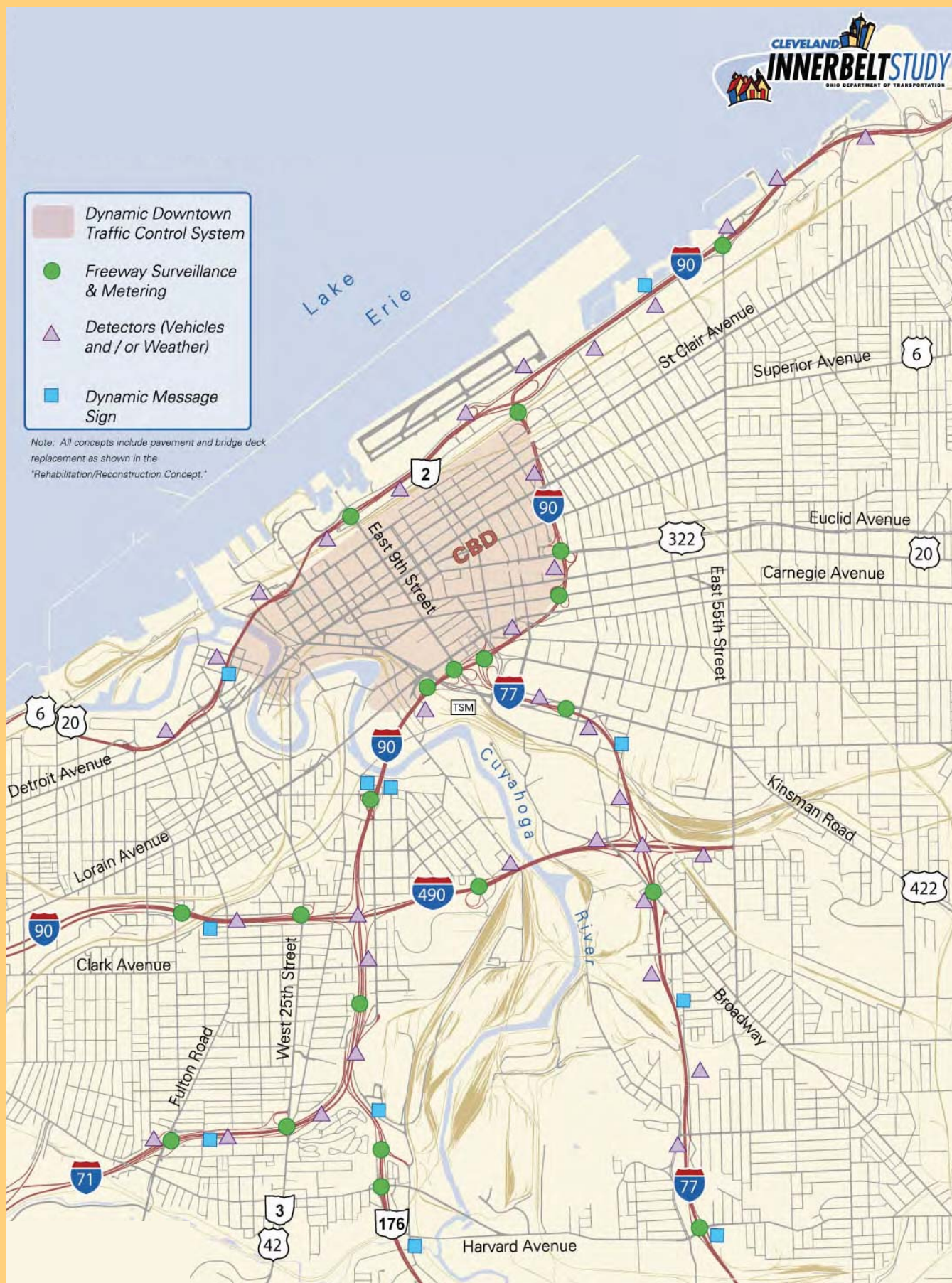
Source: Cleveland Innerbelt Strategic Plan, July 2004,
page 1-70, Figure 1-13



Not to Scale



Figure 3-1
Cleveland Innerbelt
Transit/HOV Concept
Page 3-3



CUY-Opportunity Corridor
(PID 77333)
Cleveland, OH

Source: Cleveland Innerbelt Strategic Plan, July 2004,
page 1-72, Figure 1-14



Not to Scale



Figure 3-2
Cleveland Innerbelt
ITS/TSM Concept
Page 3-4

However, several TDM and TSM measures were recommended in the *Cleveland Innerbelt Strategic Plan* (July 2004, pages 3-7 and 3-8). These are summarized below:

- The Cleveland Freeway Management System (FMS) included implementing a series of Intelligent Transportation System (ITS) improvements on I-71/I-90/I-77/I-480/I-490 in the Innerbelt corridor. The FMS was subsequently completed as a separate project.
- An Arterial Management System (AMS) included implementing a computerized signalization system for managing flow on the Cleveland street system providing access and egress to the freeway. Implementing an AMS would be the responsibility of the City of Cleveland. To date, no funding or strategy for implementing an AMS has been identified. The City currently maintains five downtown coordinated signal systems. However, the signals are not tied into the interstates or their traffic monitoring/traveler information system.
- A Priority Corridor System included a series of improvements to the downtown Cleveland arterial street system to develop a hierarchical street classification system, improve traffic flow and enhance pedestrian safety/circulation. Implementing a Priority Corridor System would be the responsibility of the City of Cleveland. To date, no funding strategy for implementing this system has been identified. However, one of the priority corridors – the Shoreway – was studied as an independent corridor.
- Transit improvements included expansions of park-and-ride facilities, transit service and bus service. Many of the transit improvements identified in the *Cleveland Innerbelt Strategic Plan* were adopted by the Greater Cleveland Regional Transit Authority (GCRTA). Since then, several improvements (many of which were identified in the strategic plan) have been completed, including:
 - » Expansions to the Strongsville, North Olmsted and Westlake park-and-ride facilities;
 - » Improvements to the Shaker Square, East 55th Street, Puritas/West 150th Street, West 117th Street/Madison Avenue and Buckeye/Woodhill rapid transit stations;
 - » The new Stephanie Tubbs Jones Intermodal Transit Center in downtown Cleveland;
 - » New service for the 55F Gold line along the northwest corridor, downtown trolleys and the Euclid Avenue HealthLine;
 - » Expanded service on 31 routes and lines, including increased frequency on all rail lines; and
 - » Planning and design for a new Red Line rapid transit station in University Circle/Little Italy and the West Shoreway bus express lanes.

The Cleveland Innerbelt study also developed concepts to shift some traffic from Cleveland's Innerbelt Bridge to other roads. One specific concept was to provide a better transportation connection between I-490 and University Circle. ODOT studied both freeway and boulevard alternatives to make this connection. These alternatives were developed based on stakeholder and public feedback and were originally known as the University Circle Access (UCA) Freeway and the University Circle Access (UCA) Boulevard. The following is excerpted from the *Cleveland Innerbelt Strategic Plan*:

“Over the course of the study, the team hosted thirteen general public meetings that went along with important project milestones. Meetings were scheduled within the Study Corridor and served to inform the public of the project status and offer the opportunity to provide comments. . . .

The first large, general public meeting was held January 24, 2001 at Cleveland State University. The meeting was attended by over 250 residents and members of the media. The “You Plan It” station utilized in the open house portion of the meeting was useful in soliciting public suggestions for potential improvements to the roadway network. At this station attendees were asked to draw their solutions on the study area map while working with a facilitator from the study team. The ideas for the University Circle Access Boulevard, University Circle Access Freeway, and Innerbelt Boulevard Alternative Concepts were a direct result of input garnered at this station.”

Excerpted from the Cleveland Innerbelt Strategic Plan (July 2004), pages 1-57 and 1-58

For the UCA Boulevard, two flexible alignments (shown in **Figure 3-3** on page 3-8) were developed. The following is excerpted from the *Cleveland Innerbelt Strategic Plan*:

“One of the major concerns that was raised as part of the initial public involvement that was done as part of this study was that there is no convenient access to University Circle from I-71, I-90, or I-77. Much of the traffic coming from these three routes currently utilizes the Innerbelt to access either Carnegie or Chester to, in turn, access the University Circle area. To address this, it was suggested that a four- or six-lane boulevard extending from the end of I-490 out to the University Circle area be considered . . . Two possible alignments for this boulevard were examined.

The first potential alignment utilizes existing railroad right-of-way. The UCA Boulevard will begin at the intersection of I-490-East 55th Street and extend east into the railroad right-of-way. To minimize neighborhood impacts, some realignment of I-490 is proposed just west of the existing I-490-East 55th Street intersection. The existing alignment of I-490 is displaced to the north to move the intersection of I-490-East 55th Street further north. This will require the relocation of an existing RTA facility, but will allow the UCA Boulevard to access the railroad right-of-way in a more direct fashion. The UCA Boulevard will then extend along this railroad right-of-way to East 105th Street near University Circle. It will then turn north and run up the East 105th Street corridor as far as Carnegie. Intersection access would be provided for all major cross-streets.

The second potential alignment begins at the existing intersection of I-490-East 55th Street. It runs up East 55th Street and connects to Woodland Avenue either through the existing intersection of East 55th Street/Woodland Avenue or via the Grand Avenue corridor. The UCA Boulevard then runs along the Woodland Avenue corridor to the railroad right-of-way. From there along the railroad right-of-way to East 105th Street where it turns north and follows the East 105th Street corridor as far as Carnegie Avenue.”

Excerpted from the Cleveland Innerbelt Strategic Plan (July 2004), pages 1-78 and 1-81

The UCA Freeway Concept (shown in **Figure 3-4** on page 3-9) followed a similar alignment, but continued north to I-90. The following is excerpted from the *Cleveland Innerbelt Strategic Plan*:

“[The UCA Freeway] concept takes the idea of removing University Circle traffic from the Innerbelt one step further by also looking at ways to remove through interstate traffic from the Innerbelt. This would be accomplished by creating a new interstate alignment along existing railroad right-of-way to provide for an east side by-pass of Cleveland.

This concept calls for extending I-490 from East 55th Street along Norfolk and Southern, CSX, and RTA rights-of-way to I-90/East Shoreway near East 133rd Street. The freeway would have limited access, with potential interchanges near East 55th Street, Kinsman Road, Buckeye Road/Woodland Avenue, Euclid Avenue near East 118th Street, Superior Avenue, and St. Clair Avenue at Woodworth Road.”

excerpted from the Cleveland Innerbelt Strategic Plan (July 2004), page 1-81

The public was given the chance to provide input on both the UCA Boulevard and UCA Freeway concepts. Based on the public comments received, the UCA Freeway concept was removed from further consideration. The following is excerpted from the *Cleveland Innerbelt Strategic Plan*:

“The Alternative Concepts [which included the UCA Freeway and UCA Boulevard] were unveiled to the general public on October 11, 2001 at the Greek Orthodox Church of Annunciation in Tremont. The initial ten Alternative Concepts were communicated in both open house and town hall formats at this meeting, which was attended by over 130 people. The refined Alternative Concepts [which included the UCA Freeway and UCA Boulevard] were presented at a general public meeting on November 15, 2001 at Cleveland State University.”

Excerpted from the Cleveland Innerbelt Strategic Plan (July 2004), page 1-58

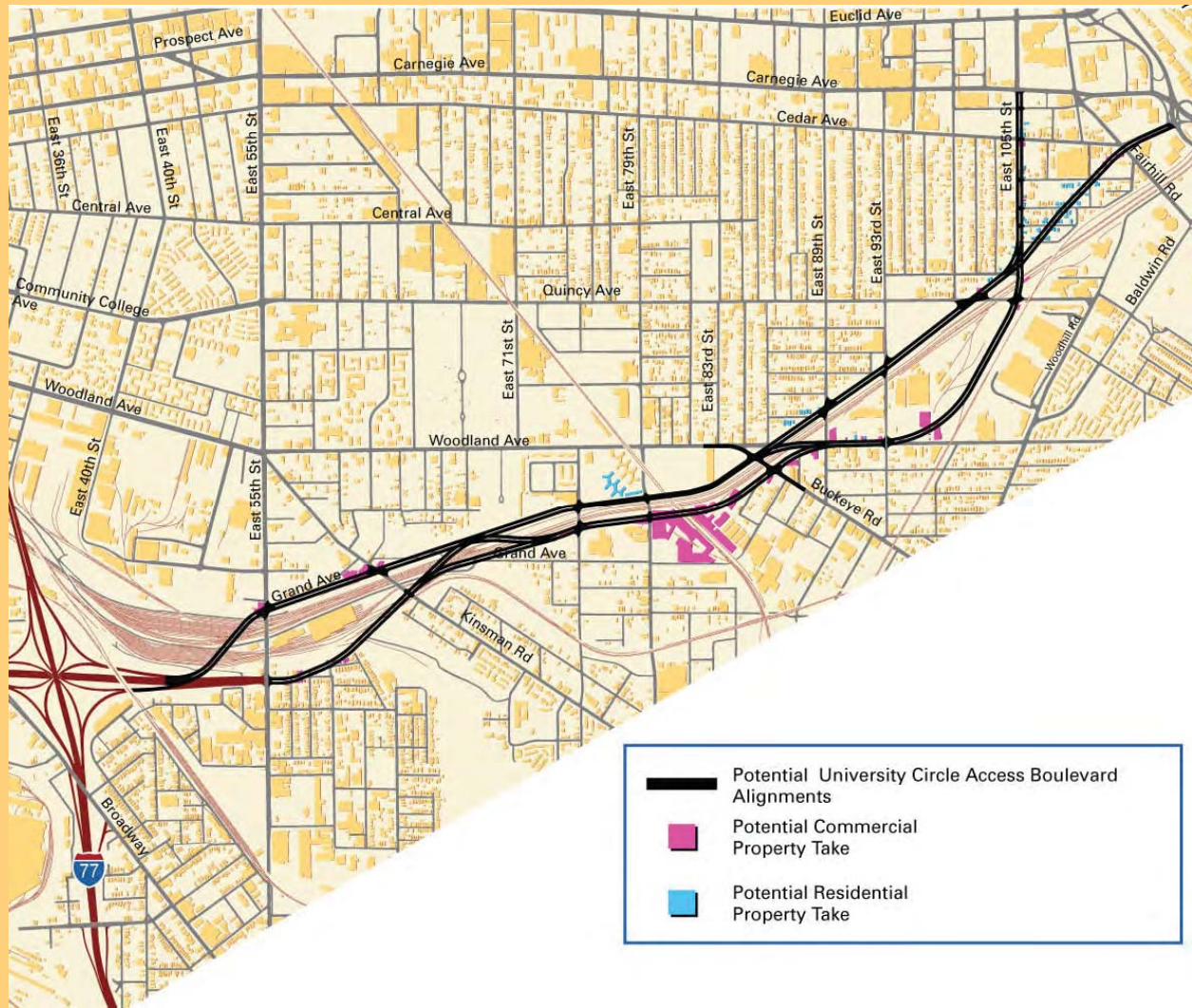
“A continuation of the freeway [UCA Freeway] was approached early in the Cleveland Innerbelt Study, but a new freeway was not well received by the public. Through public involvement, a boulevard [UCA Boulevard] beginning at the I-490 stub evolved and received public support. With the stub of I-490 available and a nearby, vertically depressed rail corridor available, to minimize property impacts, the western end and general corridor were established.”

Excerpted from the Cleveland Innerbelt Strategic Plan (July 2004), page 2-37

Eight alternatives, including the UCA Boulevard, were studied further as Conceptual Alternatives. Public input was also gathered as these alternatives were refined. The following is excerpted from the *Cleveland Innerbelt Strategic Plan*:

“The results of the detailed analysis of the eight Conceptual Alternatives [including UCA Boulevard] were presented to the general public in a series of three meetings set in each major region of the study area. The first meeting was held on January 21, 2003 at the Greek Orthodox Church of the Annunciation in Tremont. The second was held on January 28, 2003 at the Cuyahoga Community College. The third was held on January 29, 2003 at the Slovenian National Home in the St. Clair-Superior neighborhood.”

Excerpted from the Cleveland Innerbelt Strategic Plan (July 2004), page 1-58



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Source: *Cleveland Innerbelt Strategic Plan*, July 2004,
page 2-40, Figure 2-16



Not to Scale



Figure 3-3
Cleveland Innerbelt University Circle
Access Boulevard Concept
Page 3-8



CUY-Opportunity Corridor
(PID 77333)
Cleveland, OH

Source: Cleveland Innerbelt Strategic Plan, July 2004,
page 1-82, Figure 1-20



Not to Scale



Figure 3-4
Cleveland Innerbelt University
Circle Freeway Access
Concept
Page 3-9

Input from stakeholders and the public, combined with engineering analysis, caused several Conceptual Alternatives to be eliminated from consideration. The remaining alternatives, which included the UCA Boulevard, were combined into a set of four Hybrid Alternatives. The following is excerpted from the *Cleveland Innerbelt Strategic Plan*:

“The Hybrid Alternatives [including UCA Boulevard] were unveiled in a series of three general public meetings: October 21, 2003 at the Greek Orthodox Church of the Annunciation in Tremont; October 2, 2003 at Quincy Place in the Fairfax-Renaissance neighborhood; and, October 29, 2003 at the Slovenian National Home in the St. Clair-Superior neighborhood.”

Excerpted from the Cleveland Innerbelt Strategic Plan (July 2004), page 1-59

Based on feedback from public meetings and more engineering analysis, the study team recommended a final plan for the Cleveland Innerbelt, which included developing the UCA Boulevard as a stand-alone project. The following is excerpted from the *Cleveland Innerbelt Strategic Plan*:

“The final general public meeting for the study was held on June 16, 2004 at the Visiting Nurses Association near the Central Business District (CBD). At this meeting, the Recommended Design Concept and Scope and the Strategic Plan [including a recommendation to develop the UCA Boulevard as a stand-alone project] was communicated to the public in an open house format meeting.”

Excerpted from the Cleveland Innerbelt Strategic Plan (July 2004), page 1-59

The comments and feedback received from the June 16, 2004, meeting confirmed the recommended approach to study the UCA Boulevard as a stand-alone project.

The Cleveland Opportunity Corridor Project

In late 2004, ODOT began studying the University Circle Access (UCA) Boulevard as part of separate project, which came to be known as the Opportunity Corridor project. The Notice of Intent (NOI) to prepare an EIS for the Cleveland Opportunity Corridor project noted that the alternatives being considered were born out of previous planning efforts for the UCA Boulevard completed as part of the Cleveland Innerbelt study.

Transportation Systems Management (TSM) alternatives were considered in the early planning of the Cleveland Opportunity Corridor project. TSM alternatives would not meet all elements of the project’s purpose and need. For example, TSM alternatives would not improve system linkage by providing the missing east-west arterial street between I-77 and University Circle. TSM alternatives also would not provide the transportation infrastructure to support planned economic development in and around the Forgotten Triangle. As a result, TSM alternatives were dismissed from further evaluation and not studied in detail as part of the Cleveland Opportunity Corridor project.

Within the Opportunity Corridor study area, there are several existing transit facilities, including the GCRTA Red Line, the GCRTA Blue Line, the GCRTA Green Line, four GCRTA rapid transit stations, as well as several bus routes and bus stops (see **Figure 4-1** on page 4-9 and **Figure 4-2** on page 4-10). As part of the Opportunity Corridor project development process, the project team worked closely with the regional transit service provider (GCRTA) and other local community organizations to confirm that transit needs were appropriately considered as part of the project. GCRTA and the Northeast Ohio Coordinating Agency (NOACA) were members of the steering committee and provided input regarding transit and other modal

options throughout the project's development in both steering committee and individual stakeholder meetings.

Because the area is already well-served by transit, GCRTA did not express a need for capital improvements to the existing transit system. Furthermore, transit improvements would not meet all elements of the project's purpose and need. Specifically, transit improvements would not improve system linkage by providing the missing east-west arterial street between I-77 and University Circle. Transit improvements alone also would not provide the necessary transportation infrastructure to support planned economic development in and around the Forgotten Triangle. As a result, transit alternatives were dismissed from further evaluation and not studied in detail as part of the Cleveland Opportunity Corridor project.

However, GCRTA did note that the Kingsbury Run Valley, the trench for the GCRTA Blue/Green Line and the Norfolk Southern Railway (NS) Cleveland Main Line currently restrict pedestrian and bicycle mobility and access to public transit. GCRTA and the local community organizations also expressed an interest in maximizing currently underutilized transit infrastructure. For example, the existing Red Line train station at E. 79th Street has the lowest ridership on the entire GCRTA rail system due to limited activity around the station. As a result of this input, a stated goal of the Cleveland Opportunity Corridor project is to provide better connections to existing transit stations, as well as to support planned economic development that will increase the number of GCRTA riders (see DEIS page 2-6).

To address the transit goals listed above, all of the alternatives developed for the Cleveland Opportunity Corridor project included new facilities for pedestrians and bicycles to increase connectivity to public transit stations and stops. Furthermore, the alternatives included bridges over the Kingsbury Run Valley, the GCRTA Blue/Green Line and the NS rail line to reduce barriers to public transit access. Finally, economic development potential and modal options were two of the criteria considered during the evaluation of alternatives.

One of the first steps in the Cleveland Opportunity Corridor project was to establish a steering committee to advise the project team. The members and roles of the steering committee have changed over time. In the early planning stages, the committee was made up mostly of businesses, political and transportation agency representatives, and leaders of community development corporations. The purpose of the steering committee was to represent neighborhood and business interests in the project; encourage public input and participation; and help build support for the project. The following is excerpted from the *Opportunity Corridor Draft Strategic Plan*:

“During [the early planning stages] of this project, there were two (2) meetings of the full steering committee, and three (3) committee workshops. Invitations were sent to the entire committee for both types of meetings. The full committee meetings were meetings where concurrence was requested from the committee, versus the workshops that were more focused on brainstorming and evaluating the alternatives that were developed The initial meeting for this project was held on May 19, 2005 at NOACA. The first workshop for this project was held on June 16, 2005 at Quincy Place. The second workshop was held on August 18, [2005] at Quincy Place. The third workshop was held on September 22, 2005 at Quincy Place

. . . . numerous stakeholder meetings were held at the request of local stakeholders and ODOT District 12. Meetings were held with local business owners, Community Development Corporations, and local institutions The goal of these meetings was to gather input on what these stakeholders wanted to see as a result of this project, what they did not want to see, and what was included in their master plans.”

Excerpted from the Opportunity Corridor Draft Strategic Plan (September 2006), page 6

Based on the findings of the Cleveland Innerbelt study as well as stakeholder input, four preliminary alternatives were developed to make the connection between I-490 and University Circle. The following is excerpted from the *Opportunity Corridor Draft Strategic Plan*:

“The goal of supporting community and economic development was not identified during the Innerbelt Study. Therefore the preliminary alternatives investigated during that study were developed next to the railroads to minimize residential impacts. More investigation of these early alternatives identified substantial commercial and railroad impacts. After discussions with stakeholders, the concepts were changed to add intersections with local streets; to maximize economic development potential; to minimize disturbances to existing or planned facilities and to minimize neighborhood impacts. . . .

During discussions with project stakeholders during project initiation, four preliminary alternatives were developed [see **Figure 3-5** on page 3-15] Alternative 1 was a minimal build alternative following existing E. 55th St. to existing Woodland Ave. then making a new direct connection to existing E. 105th St. Although this alternative used existing streets, the potential impacts associated with it were severe. There were a number of religious and cultural institutions impacted, and at least two cemetery impacts associated with this alternative. In terms of economic and community development, this property along this alternative was along an already developed corridor, so the potential for new development along it was considered minimal

Alternative 2 was a mix of a northern and southern alternative and an update of one of the alternatives developed during the Innerbelt Study. This alternative crossed over the railroad yard just west of E. 55th St., followed existing Grand Avenue north of the railroad tracks, then crossed back over the tracks just east of Kinsman. After crossing back south the tracks, Alternative 2 continued along the tracks until it intersected with Buckeye. Alternative 2 then used part of existing Woodland Avenue until turning north on a new path to make a direct connection to E. 105th St. It had large impacts to Orlando Baking Company’s loading dock and other facilities; it generally only created economic development potential along one side of the roadway, due to retaining walls and proximity to the railroad; proximity to the NS rail to rail grade separation did not allow for an intersection at E. 79th St.; it required a discontinuous Woodland Avenue alignment, and it was expensive to construct relative to the other alternatives

Alternative 3 was also a revision to one of the original alternatives developed during the Innerbelt Study. This alternative was an attempt to [avoid] residential impacts by paralleling the north side of the rail corridor. It crossed the rail yard west of E. 55th St. following the same alignment as Alternative 2 along existing Grand Avenue north of the tracks. Instead of crossing back over the railroad tracks, Alternative 3 stayed on the north side of the tracks for the whole length of the corridor and then followed existing E. 105th St. This alternative also had potential impacts to two cemeteries; low income multi-unit apartments as well as impacts to planned sites of development. Because of the geometry dictated by the rail lines, this alternative would require the realignment of segments of E. 89th St., E. 93rd St., Woodland, and Quincy in order to provide geometrically acceptable intersections with the new roadway. The proximity to the NS rail to rail grade separation also would make it very difficult to create an intersection at E. 79th St. It had limited opportunity for economic development because of the residential areas and already developed land north of the railroad tracks. This alternative was also the most expensive [of the] alternatives developed for the study

Alternative 4 was an alternative developed to maximize the economic and community development potential of the study area. The goal of this alternative was to avoid impacts to Orlando Baking Company, while improving access south of the railroad tracks. This alternative began at the I-490 and E. 55th St. intersection, crossed over Kingsbury Run, intersected with Kinsman, followed existing Grand Avenue south of the tracks, and intersected with E. 75th and E. 79th St. Alternative 4 continued along southern Grand Avenue and then began turning to the north to intersect with Buckeye. It continued northeast to intersect with Woodland and Quincy and north to E. 105th St. . . .

As the preliminary alternatives were further refined during [Project Development Process (PDP)] Step 4, the intersection of E. 55th St. and I-490 became a critical location. E. 55th St. represents the first signalized intersection from I-77 and I-490. It represents the area with the highest traffic volumes in the study area. The high traffic volume results in intersection capacity issues, and operating speed and pedestrian safety concerns. Based on preliminary traffic projections supplied by NOACA, to achieve an acceptable level of service (LOS), the new facility would require three thru lanes, and dual turn lanes. In addition, E. 55th St. would require additional turn lanes. Even at this, the intersection was on the threshold of a failing LOS. Pedestrians from the St. Hyacinth neighborhood, southeast of the intersection, wishing to access GCRTA's existing rail station west of E. 55th St. or the proposed station east of E. 55th St., would have to cross the new multilane facility. There was a concern over the safety of these pedestrians from both the neighborhood and GCRTA. The stakeholders also had concerns over the number of residential [property acquisitions] required in the neighborhood and therefore the ability of remaining homes to function as a livable neighborhood. Because of these concerns, four conceptual grade separation alternatives were developed.

Conventional Diamond Interchange

A conventional diamond type interchange was developed for the E. 55th St./boulevard intersection, see [Figure 3-6 on page 3-16]. Based on preliminary traffic data, acceptable LOS could be achieved. Due to the proximity of the I-77/I-490 ramp merges, the interchange did however require the I-77 traffic wishing to access the boulevard to exit at E. 55th St., proceed through the intersection and re-enter the boulevard. This would create challenging signing and potential confusion for travelers. The interchange also had significant impacts to both GCRTA's existing and proposed station locations. Residential impacts in the neighborhood were in excess of the at-grade intersection and neighborhood residents were opposed to freeway type elements east of E. 55th St. . . .

Braided Diamond Interchange

A braided diamond type interchange was also developed for the E. 55th St./boulevard intersection, see [Figure 3-7 on page 3-17]. This interchange braided the ramp movements between the I-490 and I-77 ramps to and from the boulevard. This interchange effectively removed all of the freeway thru traffic from the E. 55th St. intersection thereby improving pedestrian safety. While solving the I-77 ramp issue associated with the conventional diamond interchange, it did not improve impacts to the GCRTA sites nor did it address the residential [property acquisition] concerns, nor the freeway element concerns of the St. Hyacinth neighborhood constituents

Parkway Interchange

A parkway type interchange was also developed for the E. 55th St./boulevard intersection, see [Figure 3-8 on page 3-18]. Under this configuration, traffic to and from I-77 and I-490 would be depressed under E. 55th St. to a point east of E. 55th St. where two-way access ramps would loop the traffic back to E. 55th St. To eliminate potential weave issues the access ramps were developed as add/drop lanes at the boulevard. Acceptable intersection LOS could be achieved at the E. 55th St. signals. This alternative also improved pedestrian safety by removing the thru vehicular movements from the intersection. It also allowed for access to the proposed GCRTA site via the new northern two way access roadway. Residential impacts within the neighborhood continued to increase and freeway elements were also present east of E. 55th St. Stakeholders also expressed concern over delays and difficulty for trucks to maneuver the ramps and for the potential for vehicles to attempt to exit at a high rate of speed

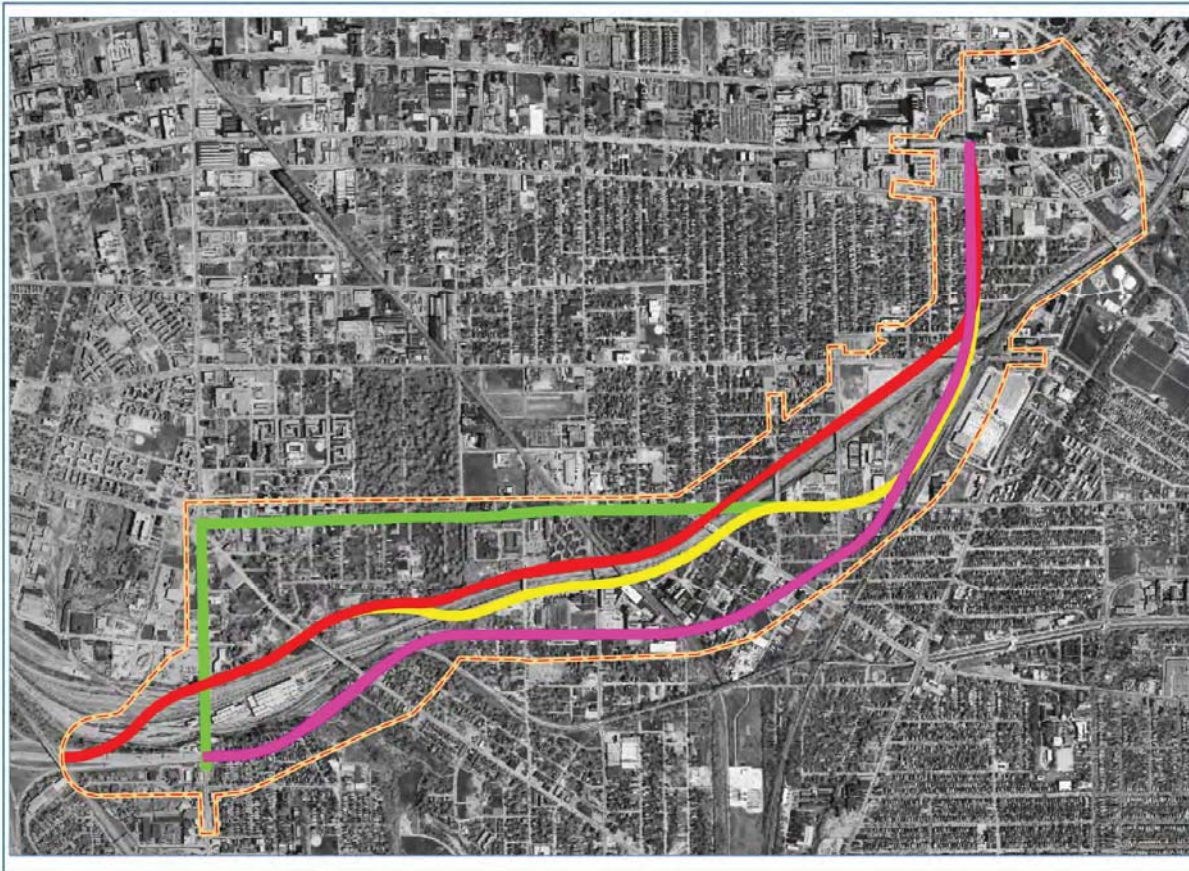
Grade Separated Interchange – South

To address the concerns [neighborhood impacts and truck mobility] a unique braided interchange was developed between I-490/I-77 and E. 55th St., see [Figure 3-9 on page 3-19]. This interchange depresses both the I-77 and I-490 ramps to the boulevard under E. 55th St. while braiding the ramp movements to E. 55th St. The single lane exit ramps achieve acceptable LOS at E. 55th St. without requiring additional lanes on E. 55th St. Pedestrian safety is enhanced by means of separating all boulevard thru movements from the intersection. Neighborhood residential impacts are reduced significantly by containing the work the north side of existing Bower and Butler Ave. All freeway elements are contained on the west side of E. 55th St. and the through movements are depressed below grade for much of the length through the St Hyacinth neighborhood. GCRTA site impacts east of E. 55th St. can be mitigated though the relocation of the new station headhouse to the south side of the trench and extending the pedestrian bridge to the tracks. Northbound to eastbound (from E. 55th St.) and westbound to northbound (from the boulevard) access is not provided in this concept. Note that these are movements that do not currently exist and were found acceptable to stakeholders thus far. These movements can easily be signed and accommodated utilizing the existing surface street network. Note that full access to and from both I-77 and I-490 is provided for in this concept . . .

Grade Separated Interchange – North

[The project team] also investigated the potential to create a grade separated intersection for E. 55th St. north of the rail corridor . . . Due to the presence of the rail trench, an overpass represents the only viable grade separation option. The rail yard west of E. 55th St. and the weave requirements from the I-77 ramps also necessitated that all ramps from the boulevard to E. 55th St. would have to be located east of E. 55th St. Working with these constraints, [the project team] developed conceptual sketches of an overpass alternative north of the tracks, east of E. 55th St., see [Figure 3-10 on page 3-20]. This option would require bridge structures at the following locations: rail yard west of E. 55th St., E. 55th St., E. 55th St. Access Road, Kinsman and back over NS/GCTRA tracks. The alternative, if geometrically feasible, would also impact commercial, industrial, retail and residential properties

Excerpted from the Opportunity Corridor Draft Strategic Plan (September 2006), page 8-1



Legend

- Environmental Limits
- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4

Not to scale



10/2005



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Source: *Opportunity Corridor Draft Strategic Plan, September 2006, Appendix A, Figure 9*

Figure 3-5
Opportunity Corridor
Preliminary Alternatives



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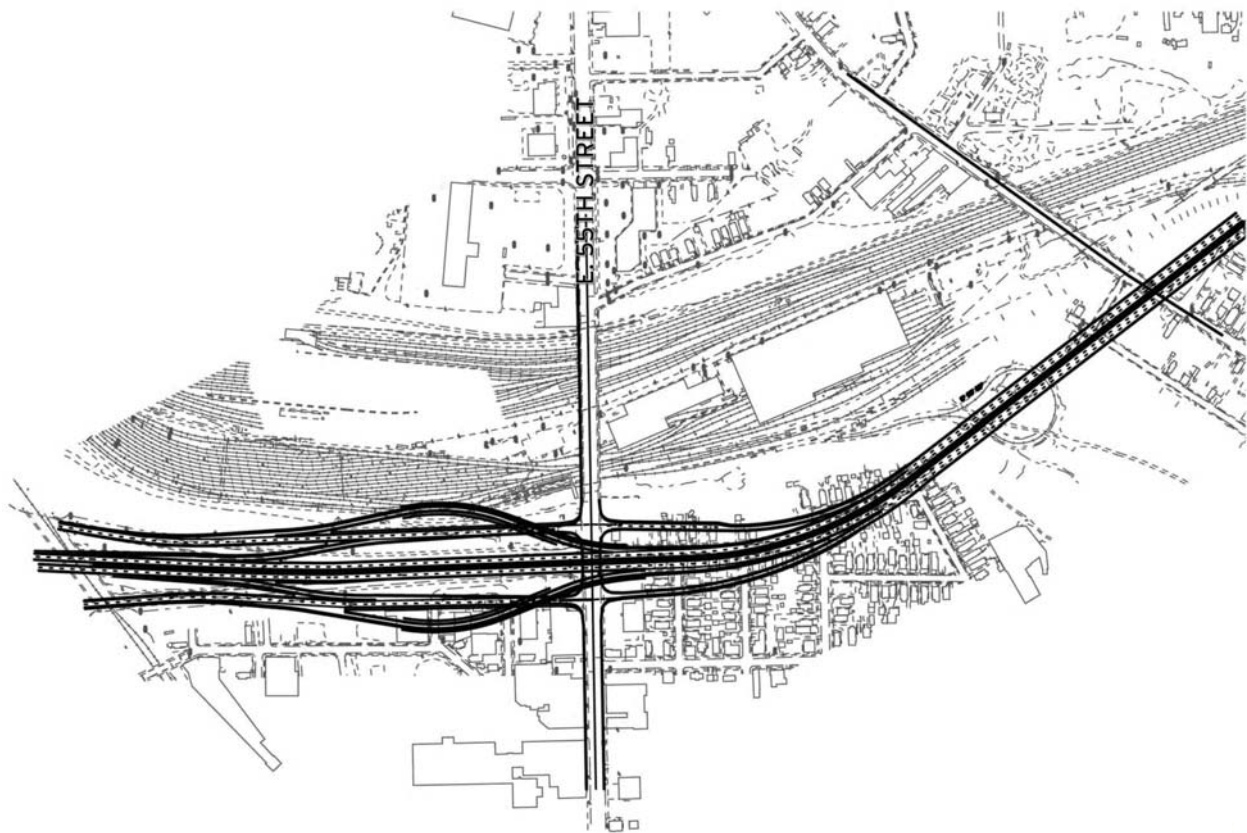
Source: *Opportunity Corridor Draft Strategic Plan, September 2006, Appendix A, Figure 10*



Not to Scale

Figure 3-6
Opportunity Corridor
Conventional Diamond Interchange Alternative

Page 3-16



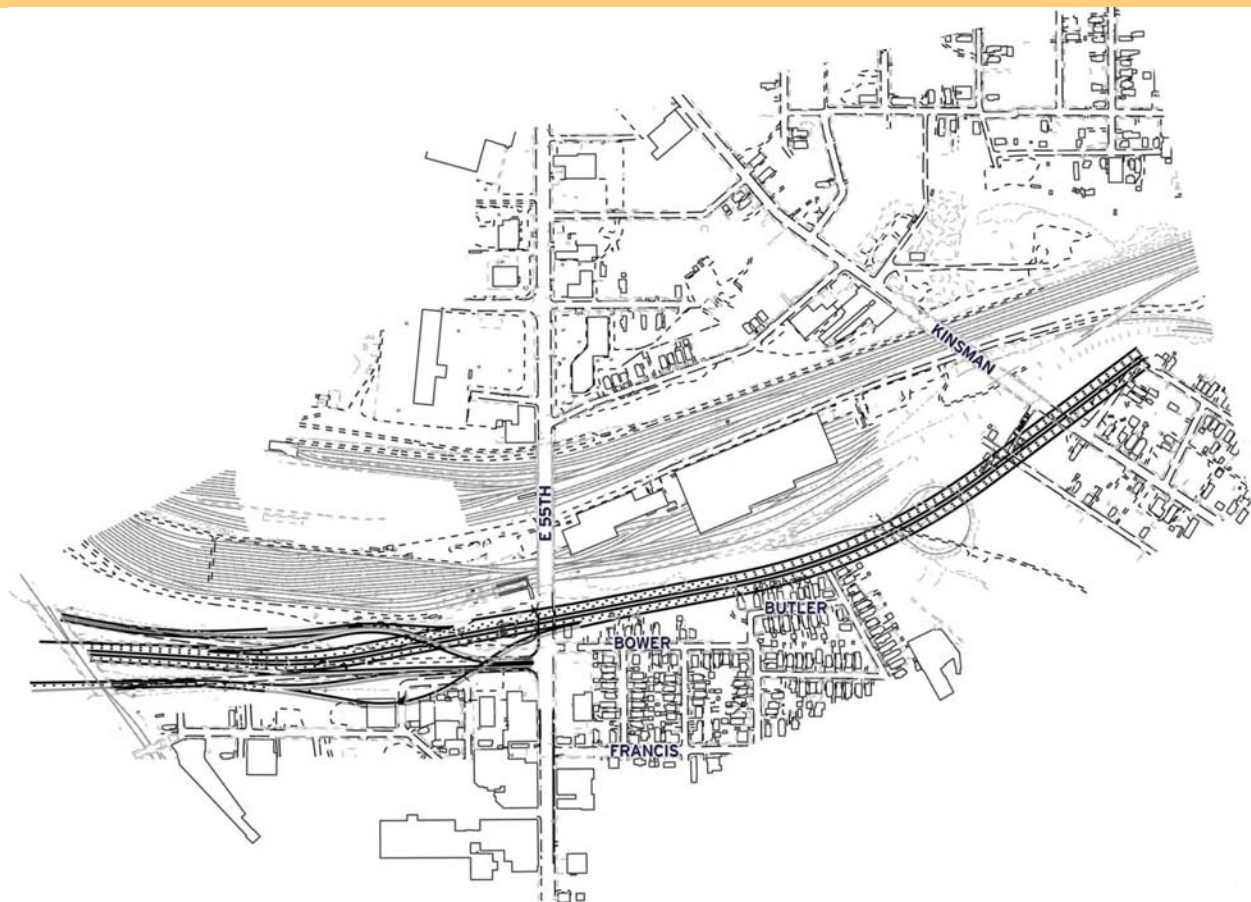
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Source: *Opportunity Corridor Draft Strategic Plan, September 2006, Appendix A, Figure 11*



Not to Scale

Figure 3-7
Opportunity Corridor
Braided Diamond Interchange Alternative



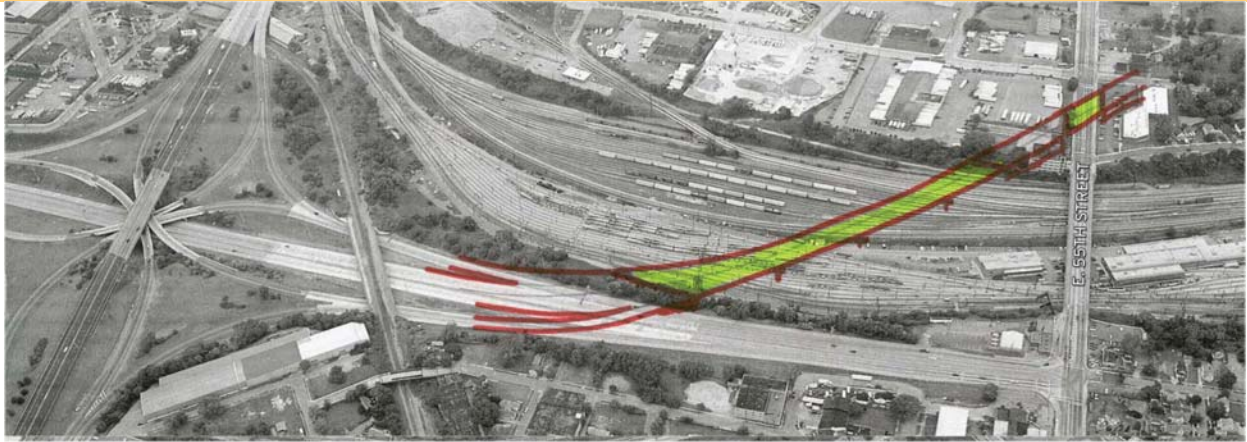
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Source: Opportunity Corridor Draft Strategic Plan, September 2006, Appendix A, Figure 13



Not to Scale

Figure 3-9
Opportunity Corridor
Grade Separated Interchange – South Alternative



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Source: Opportunity Corridor Draft Strategic Plan, September 2006, Appendix A, Figure 14

Not to Scale

Figure 3-10
Opportunity Corridor
Grade Separated Interchange – North Alternative
Page 3-20

Although no final decisions were made until after the public provided input, the rationale for the steering committee's recommendation is detailed in the *Opportunity Corridor Draft Strategic Plan* and summarized below:

- **Preliminary Alternative 1:** This alternative was eliminated from further study due to high property impacts and limited economic development potential.
- **Preliminary Alternative 2:** This alternative had high impacts to Orlando Baking Company and the local street network. It also had limited economic development potential and high costs, so the full length of this alternative was not studied further. However, the portion east of Orlando Baking Company and the segment north of Woodland Avenue on East 105th Street, which is also part of Alternative 4, were recommended for further study.
- **Preliminary Alternative 3:** This alternative was eliminated from further study due to high property impacts, extensive realignments of local streets, limited economic development potential and high costs.
- **Preliminary Alternative 4:** This alternative was recommended for further study along with the western portion of Alternative 2, in an attempt to reduce the number of impacts in the St. Hyacinth neighborhood. Preliminary Alternative 4 best met the project's purpose and need and provided an opportunity for redevelopment of the areas on the north and south sides of the roadway.
- **Conventional Diamond Alternative:** Because of the large freeway infrastructure that would be required in the neighborhood and the associated impacts, this option was removed from consideration.
- **Braided Diamond Alternative:** As with the conventional diamond, this option was not studied further because of the large freeway infrastructure and associated impacts.
- **Parkway Interchange:** Although this option provided full access to the boulevard from the St. Hyacinth Neighborhood, it was not carried further because of the severe impacts to the neighborhoods and the inability to move trucks through the intersection efficiently.
- **Grade Separated Interchange – South:** This option was studied further because it greatly reduced the number of impacts to the residential area and kept the freeway infrastructure out of the neighborhood.
- **Grade Separated Interchange – North:** This option was removed from study due to the potential impacts; the indirect access to East 55th Street for commercial vehicles, the visual presence of the overpass; the high costs for structures and the rail impacts.

The criteria used to evaluate the alternatives were developed by the project team and the steering committee. The following is excerpted from the *Opportunity Corridor Draft Strategic Plan* (September 2006):

...[the project team worked with] the [steering] committee members to develop evaluation criteria against which all of the alternatives could be measured objectively. There were six main categories for which the criteria were developed: Purpose and Need Issues; Environmental Resources; Utility Relocation Issues; Right-of-Way; Structures; and Planning Level Cost Estimates. The number of potential impacts to cemeteries, parks, religious institutions, commercial businesses, and residential structures was estimated for each of the alternatives and included in the matrix, as well as planning-level cost estimates. At the September 22, 2005 [steering] committee meeting, members of the committee used this matrix to make a recommendation that only Alternatives 2 (eastern portion only) and 4 [along with the Grade Separated Interchange – South Alternative] move forward for further study.”

Excerpted from the Opportunity Corridor Draft Strategic Plan (September 2006), page 8-1

Although the steering committee made recommendations, no final decisions were made about which alternatives would be studied further until the public provided input. The project was then placed on hold between 2006 and 2009 due to a lack of funding. When the project's development resumed in 2009, one of the first tasks was to reconvene the steering committee, at which time residents of neighborhoods in the study area were added to the committee. Figure 5-1 on page 5-2 of the DEIS provides the most recent list of steering committee members. The following is excerpted from the *Opportunity Corridor Conceptual Alternatives Study* (October 2010):

“Steering Committee meetings were held on September 1, 2009, March 11, 2010, and September 8, 2010. The first meeting was held at Greater Cleveland Partnership’s Facility. Presentations were given by ODOT, GCP, and the City of Cleveland. This meeting provided an overview of the study process, the goals and objectives, a summary of the information gathered to date, and the preliminary alternatives. The input received during the meeting was used to refine the information presented at Public Meeting #1.”

Excerpted from the Opportunity Corridor Conceptual Alternatives Study (October 2010), page 43

The first public meetings for the Cleveland Opportunity Corridor project were held after the project's development resumed in 2009. The meetings were used to introduce the project and to gather input about the four preliminary alternatives and the No-Build Alternative. Another purpose of the meetings was to confirm that the work completed to date and the corresponding recommendations described in the Opportunity Corridor Draft Strategic Plan were appropriate. The following is excerpted from the Opportunity Corridor Conceptual Alternatives Study:

“The first set of public meetings for the Opportunity Corridor Study was held on Tuesday, September 22, 2009. To increase attendance, two public meetings were held. A daytime meeting was held from 11:30 AM to 1:30 PM, and an evening meeting was held from 6:00 PM to 8:00 PM. The daytime meeting was held at the Cleveland Play House to capture the people who work in and around the study area. The evening meeting was held at Mt. Sinai Baptist Church for those who could not attend the daytime meeting, specifically people who live in the study area and work during the day. ODOT’s presentation focused on the Project Development Process (PDP); the project Purpose and Need, preliminary alternatives, analysis of preliminary alternatives and recommendations for alternatives to be studied next. The meeting included a formal public comment period.

... In general, the public agreed with the ... alternatives recommended for further study in Step 5 [i.e., the recommendations of the Steering Committee as contained in the Opportunity Corridor Draft Strategic Plan]. The comments suggested that the opportunity for economic development with the more southern paths (Alternatives 2 and 4) was better. This is consistent with ODOT’s screening process and agrees with the recommendation of ... alternatives to be studied further in Step 5 of the PDP. ...”

Excerpted from the Opportunity Corridor Conceptual Alternatives Study (October 2010), page 43

In addition to large-scale public meetings, several neighborhood meetings were held. The following is excerpted from the *Opportunity Corridor Conceptual Alternatives Study*:

“Following the public meetings, neighborhood meetings were conducted in each of the neighborhoods located in the project study area (i.e., Fairfax, University Circle, Slavic Village or North Broadway, Kinsman, and Buckeye). A similar meeting format was used for each of the five meetings to share project information with residents, give them an opportunity to ask questions, and to allow the project study team to learn more about each neighborhood ...”

... The main themes of the residents' comments were concerns over relocation and concern about how the local neighborhoods will benefit from the project. ... During the neighborhood meetings, a breakout session was held after the public comment period where the meeting attendees broke into small groups with members of the project team. The project team led a map exercise, a CSS [Context Sensitive Solutions design] exercise, and provided questionnaires to neighborhood residents. The CSS exercise provided information to the project team about nearby important destinations, the mode of transportation currently used to travel as well as barriers to using various modes of transportation. Questionnaires allowed participants to also comment on: travel modes, barriers to travel, what they like and dislike about their neighborhood, and what improvements they would like to see for their neighborhood."

Excerpted from the Opportunity Corridor Conceptual Alternatives Study (October 2010), page 44

"... During the community meetings, one of the issues for many residents was access to recreation. [In response to those comments], the proposed project will provide sidewalk and multi-purpose path along the proposed boulevard. Sidewalks will also be provided on intersecting roadways. These facilities would provide enhanced pedestrian and bicycle access and connectivity to recreational areas such as the Kenneth Johnson Recreation Center, the Kingsbury Run Connector Tow Path in the Kinsman neighborhood, and the proposed Lake to Lakes trail in University Circle."

Excerpted from the Opportunity Corridor Conceptual Alternatives Study (October 2010), page 29

Additional meetings were held with businesses and other stakeholders. The following is excerpted from the *Opportunity Corridor Conceptual Alternatives Study*:

"Following the first set of public meetings, a business coordination meeting was held to present the study to the local business community. This meeting was held on Tuesday, December 8, 2009, at the Cleveland Playhouse ...

The comments from the business coordination meeting were transcribed and reviewed by ODOT to ensure that the business stakeholder concerns were incorporated into the conceptual alternatives development and evaluation process. The business owners' concerns focused mainly on the relocation and construction process. The businesses that may need to be relocated wanted to be kept informed on the acquisition process as well as the timeline for determining a final alignment alternative so they can plan accordingly. Businesses within the study area that will not need to be relocated were concerned about access for their customers during construction of the Boulevard ... Overall, there were no comments heard that would change which alternatives were recommended for further study.

A questionnaire containing two different sets of questions was distributed. The first set of questions was developed to better understand community assets and concerns. A second series of questions asked about meeting scheduling so that the ODOT and FHWA could best align public involvement activities to meet the general needs of the businesses, their owners, and their employees. Following the meeting, handouts and questionnaires were mailed to all businesses within the study area that were not in attendance at the meeting ...

... Meetings and interviews were conducted with business owners, employees, and patrons at over twenty locations within and immediately surrounding the study area. Additional meetings were conducted by the City of Cleveland and GCP. Interviews focused on gathering information relative to the individual or business's function and relationship to the study area. Interviews were conducted with varied interests within the study area and included industrial manufacturers, food processing businesses, small retail and service businesses, recreation centers, community support facilities, schools and residents. These interviews also provided feedback regarding the effectiveness of public information activities to date."

Excerpted from the Opportunity Corridor Conceptual Alternatives Study (October 2010), page 44

Once the project team gathered feedback from the steering committee, the general public, neighborhoods, businesses and other stakeholders it began to further refine the alternatives identified for further study. One example of how public input shaped the continuing alternatives development is the "quadrant roadway" at I-490 and East 55th Street. The following is excerpted from the *Opportunity Corridor Conceptual Alternatives Study*:

"Comments [received during the first round of public meetings] suggested both concern and support for a grade-separated intersection at E. 55th Street and I-490. The public wanted to maintain local access while still improving traffic operations. After hearing this, ODOT developed and evaluated the quadrant roadway option [see West Alternate C below]."

Excerpted from the Opportunity Corridor Conceptual Alternatives Study (October 2010), page 43

Another example of how public input shaped the project was the inclusion of aesthetic improvements in all of the alternatives. These items include mast arm traffic signal supports; combined street and pedestrian lighting; grass tree lawns (parkways); street trees; grassy roadway median with stormwater treatment measures; retaining walls and bridge abutments with form-liner surfaces and colored surface sealer; and benches, trash receptacles, and bike racks.

The project team developed twenty-seven possible options for the Cleveland Opportunity Corridor during the conceptual alternatives phase. The following is excerpted from the *Opportunity Corridor Conceptual Alternatives Study*:

As part of the alternatives evaluation completed in [PDP] Step 5, the study area was divided into three geographic sections (West, Central, and East) [see **Figure 3-11** on page 3-27]. Additional engineering alignments [conceptual alternatives] were also developed during [PDP] Step 5 to avoid and minimize impacts to the surrounding community. Using the two [preliminary] alternatives that were advanced from [PDP] Step 4 as a starting point, a total of three different alignment alternates (A/B/C) were developed and/or refined within each geographic section. The boundaries of the sections were established so that each alternate within a given section is compatible with those in the adjacent geographic sections. Therefore, any alternate from one geographic section can be combined with any alternate from the other geographic sections. This results in a total of twenty-seven possible options to create a build alternative for the Opportunity Corridor project. A brief description of the alternates within each geographic section is included below.

West Geographic Section

The West Section is located in the Saint Hyacinth neighborhood of Slavic Village and the Kinsman neighborhood between I-77 and E. 75th Street and includes the intersection of E. 55th Street and I-490 Modifications to the GCRTA's E. 55th Street transit station would be required. The primary difference between the West Alternates is the proposed intersection configuration between I-490, E. 55th Street, and the proposed boulevard. The following intersection options were developed:

- Alternate A [Figure 3-12 on page 3-28] – Conventional four-legged, signalized intersection at I-490/E. 55th Street/ Proposed Boulevard
- Alternate B [Figure 3-13 on page 3-29] – Depress I-490 under E. 55th Street and braid a series of ramps west of E. 55th Street to provide access between the freeways and E. 55th Street
- Alternate C [Figure 3-14 on page 3-30] – Depress I-490 under E. 55th Street and construct a quadrant roadway in the vicinity of E. 59th Street to provide full access between E. 55th Street, the freeways, and the proposed boulevard.

Central Geographic Section

The Central Section is located in the Kinsman, Buckeye and Fairfax neighborhoods between E. 75th Street and Quincy Avenue. Each of the Central Alternates would adjoin the West Section alternates with a four-legged intersection at E. 75th Street. Each of the alternates would continue in a northeasterly direction until reaching Quincy Avenue. The centerline alignment of each Central Section Alternate varies. A brief description of the Central Section alternates is included below.

Alternate A [Figure 3-15 on page 3-31] – Generally, the proposed roadway alignment is the most westerly of the three alternates and is the closest to the NS Nickelplate Line. It would create a new underpass structure to take the proposed boulevard under Norfolk Southern mainline tracks and would create a discontinuity of Woodland Avenue.

Alternate B [Figure 3-16 on page 3-32] – The proposed roadway alignment is shifted slightly east from Alternate A. It would create a new underpass structure to take the proposed boulevard under Norfolk Southern railroad tracks, would maintain continuity of existing Woodland Avenue, and would generally run along to the GCRTA Red Line trench north of Woodland Avenue.

Alternate C [Figure 3-17 on page 3-33] – The proposed roadway alignment is shifted further east than Alternates A and B. It would create a new underpass structure to take the boulevard under Norfolk Southern mainline tracks and would generally run parallel to the elevated CSX Railroad alignment north of Woodland Avenue.

East Geographic Section

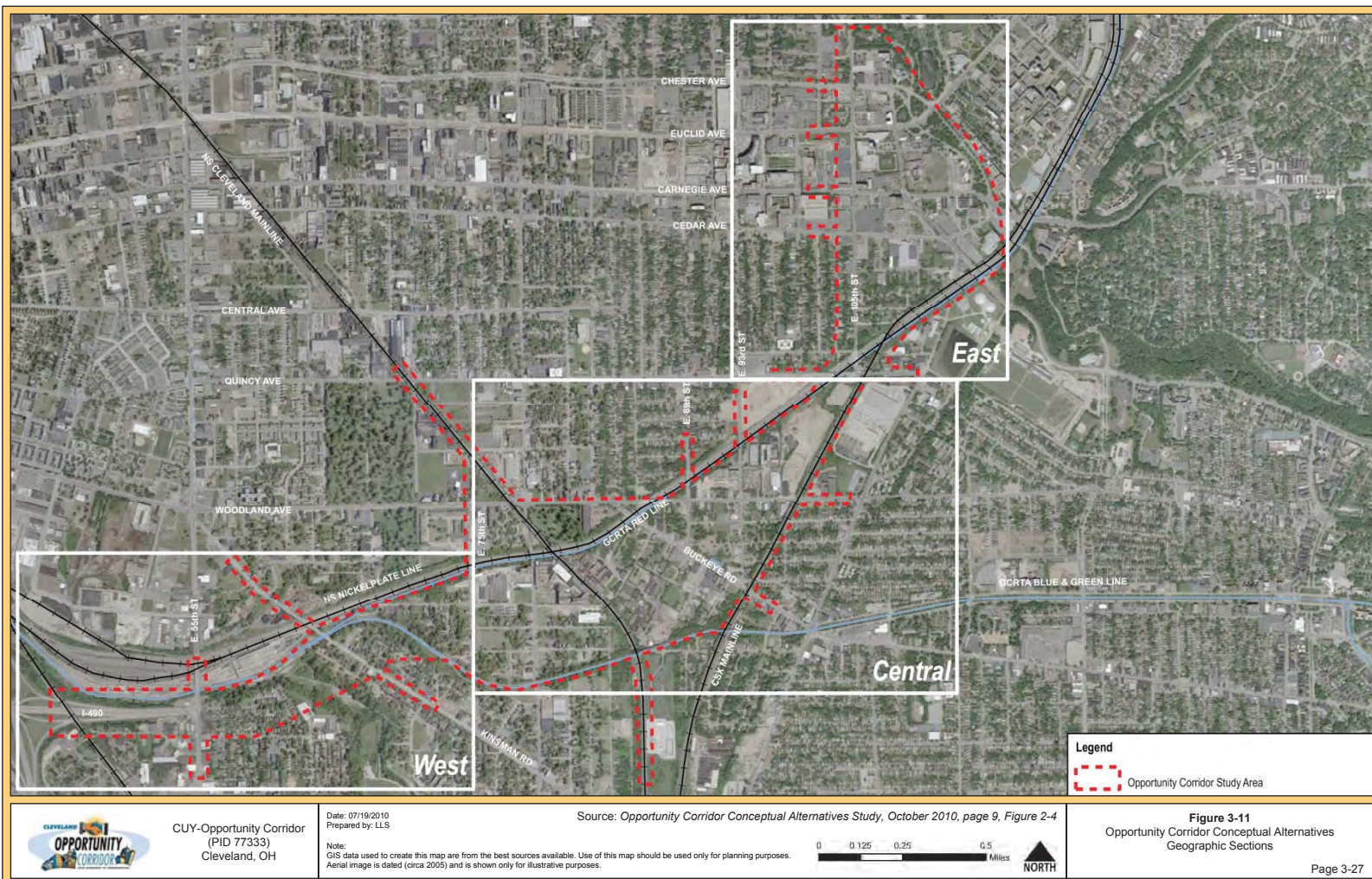
The East Section is located along E. 105th Street from Quincy Avenue to Chester Avenue in the Fairfax and University Circle neighborhoods. All of the East alternates would widen E. 105th Street to a 5-lane, undivided typical section with two through lanes in each direction.

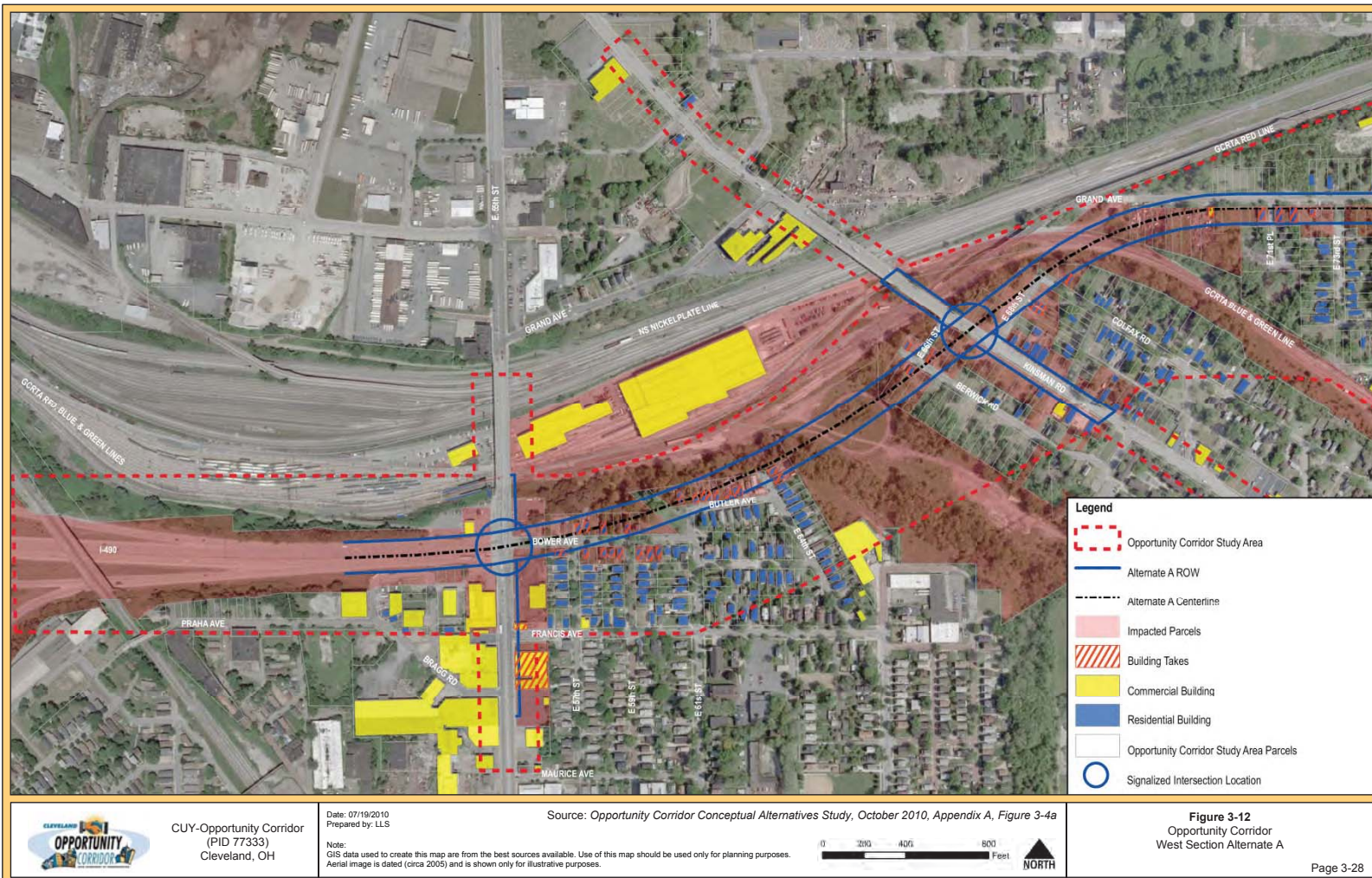
Alternate A [Figure 3-18 on page 3-34] – The proposed project would widen existing E. 105th Street on its west side from Quincy Avenue to just north of Cedar Avenue. North of Cedar Avenue, the roadway widening would vary along both the east and west side of E. 105th Street through the Chester Avenue intersection. The existing E. 105th Street bridge over GCRTA and NS would be widened.

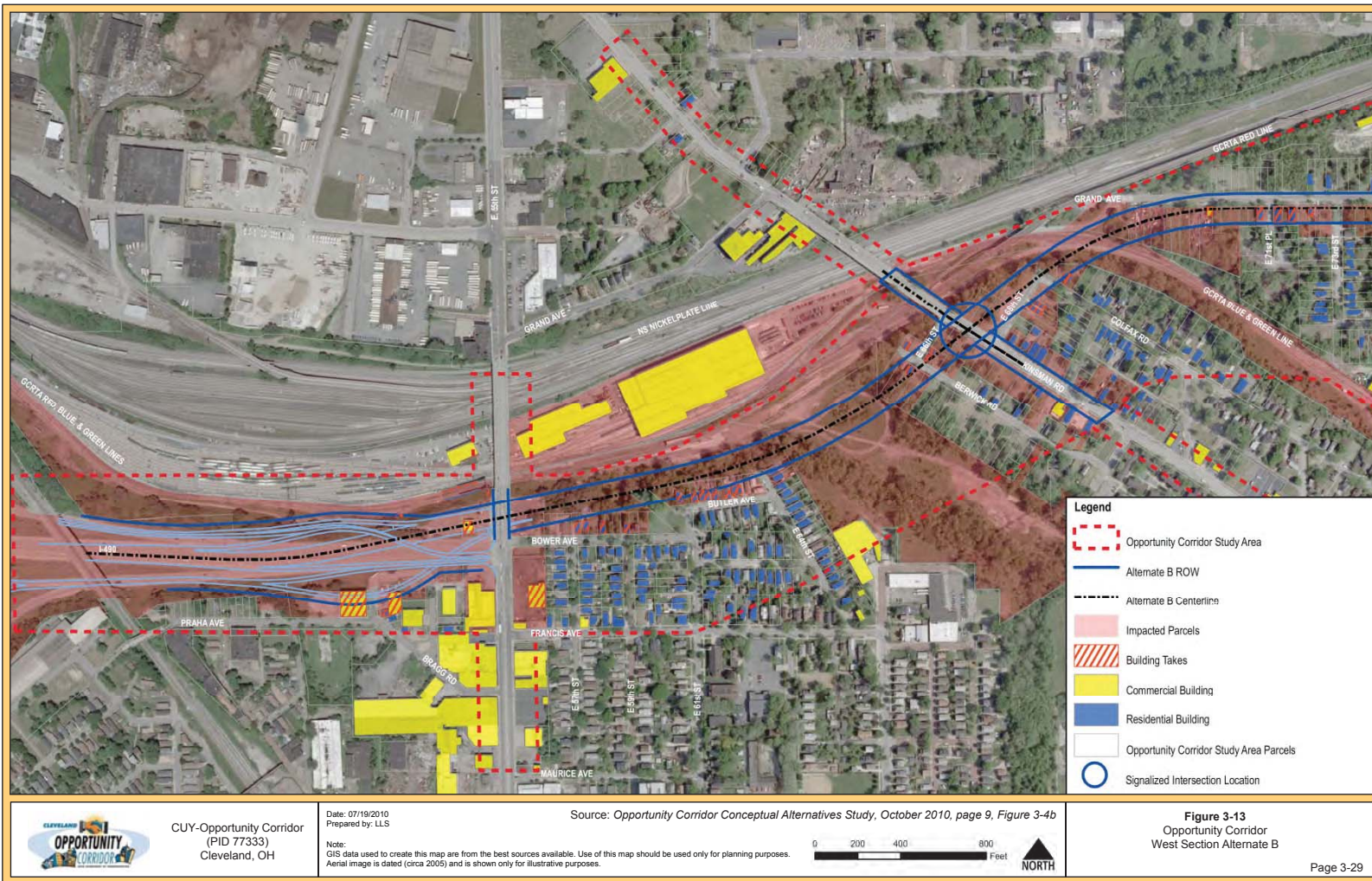
Alternate B [Figure 3-19 on page 3-35] – The proposed project would widen existing E. 105th Street symmetrically along the existing centerline from Quincy Avenue to just north of Cedar Avenue. North of Cedar Avenue, the roadway widening would vary along both the east and west side of E. 105th Street through the Chester Avenue intersection. The existing E. 105th Street bridge over GCRTA and NS would be widened.

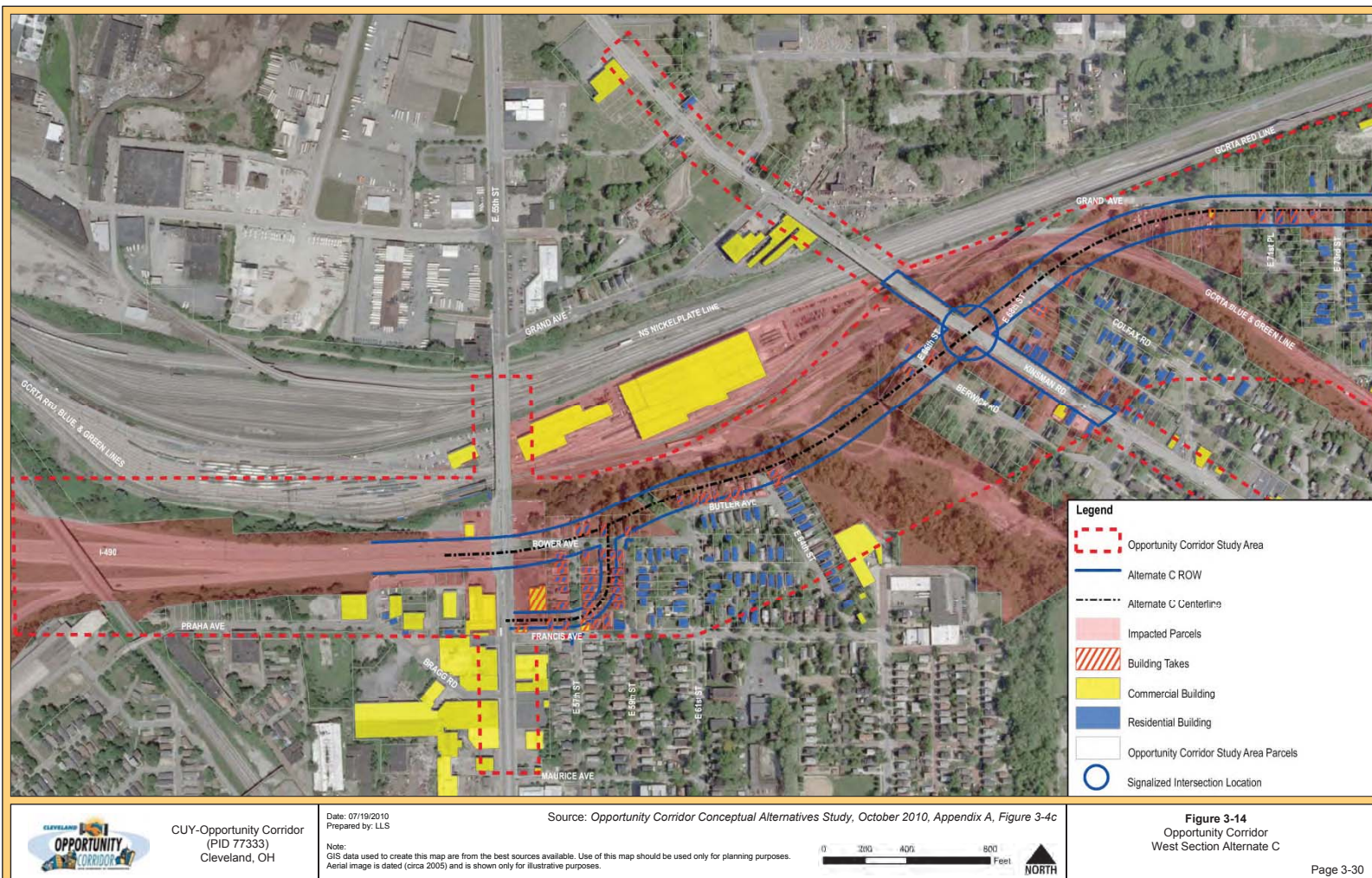
Alternate C [Figure 3-20 on page 3-36] – The proposed project would widen existing E. 105th Street on its east side from Quincy Avenue to just north of Cedar Avenue. North of Cedar Avenue, the roadway widening would vary along both the east and west side of E. 105th Street through the Chester Avenue intersection. The existing E. 105th Street bridge over GCRTA and NS would be widened.

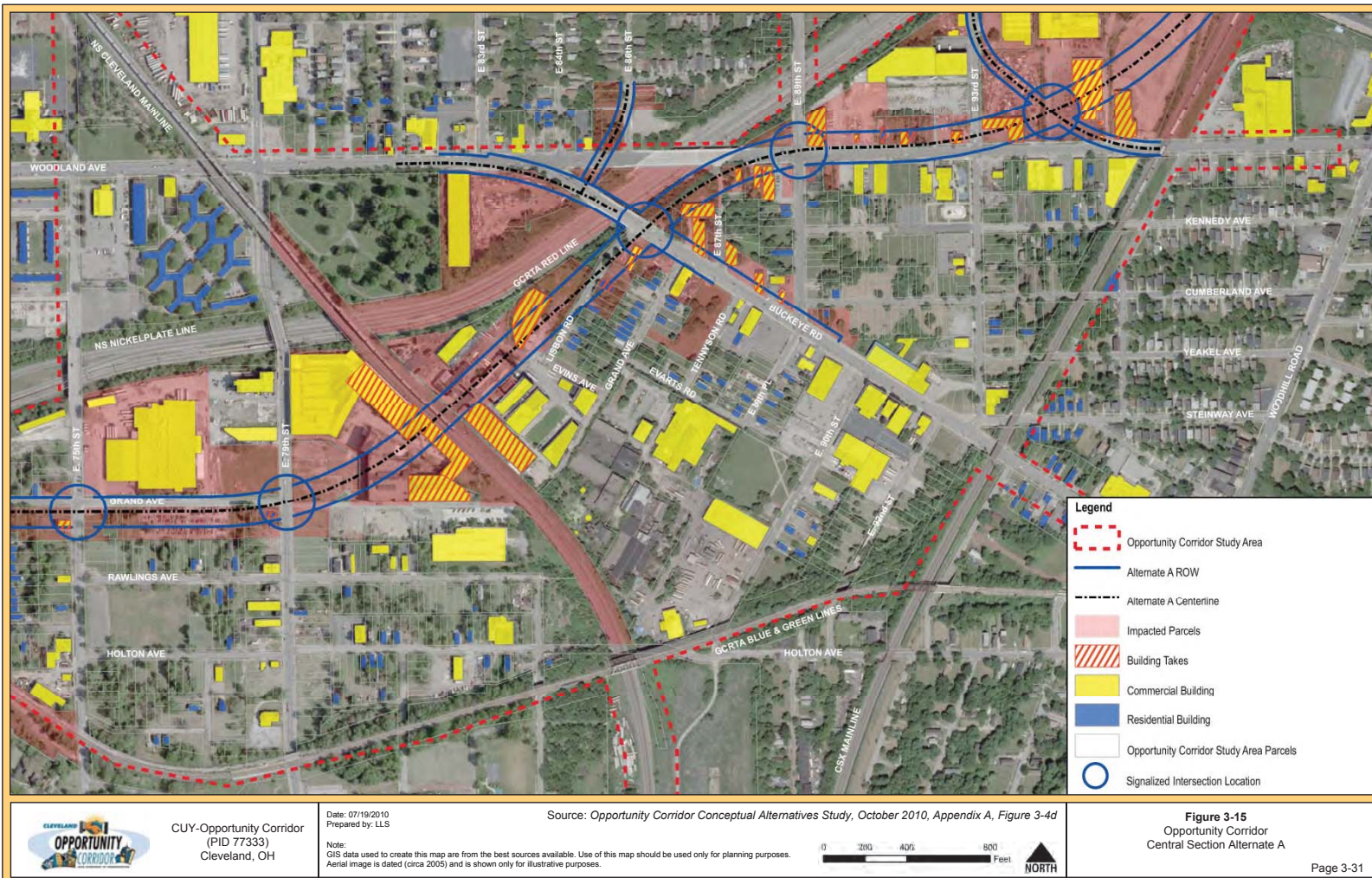
Excerpted from the Opportunity Corridor Conceptual Alternatives Study (October 2010), pages ES-1 and ES-2

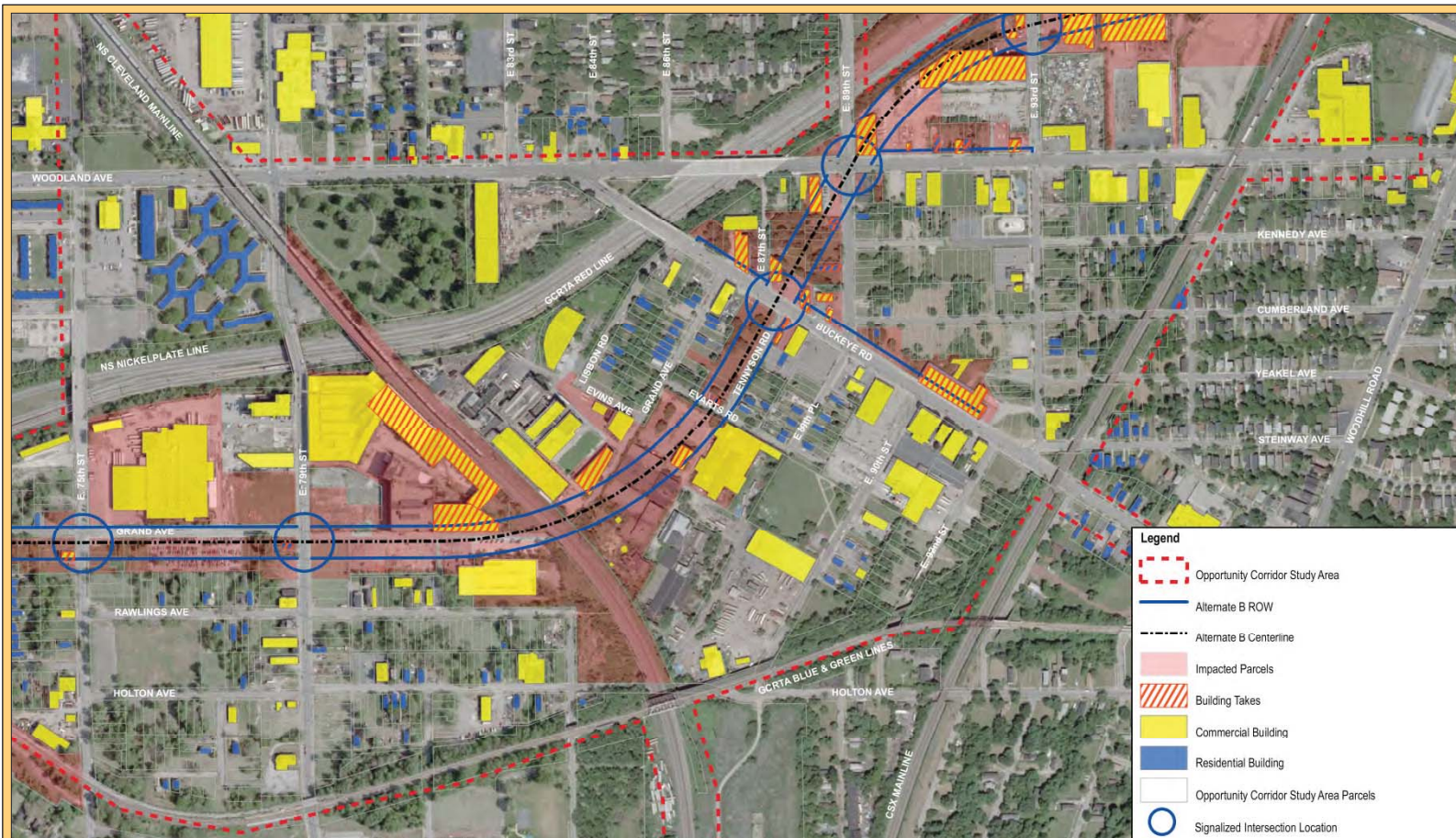












- Legend**
- Opportunity Corridor Study Area
 - Alternate B ROW
 - Alternate B Centerline
 - Impacted Parcels
 - Building Takes
 - Commercial Building
 - Residential Building
 - Opportunity Corridor Study Area Parcels
 - Signalized Intersection Location



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(PID 77333)
Cleveland, OH

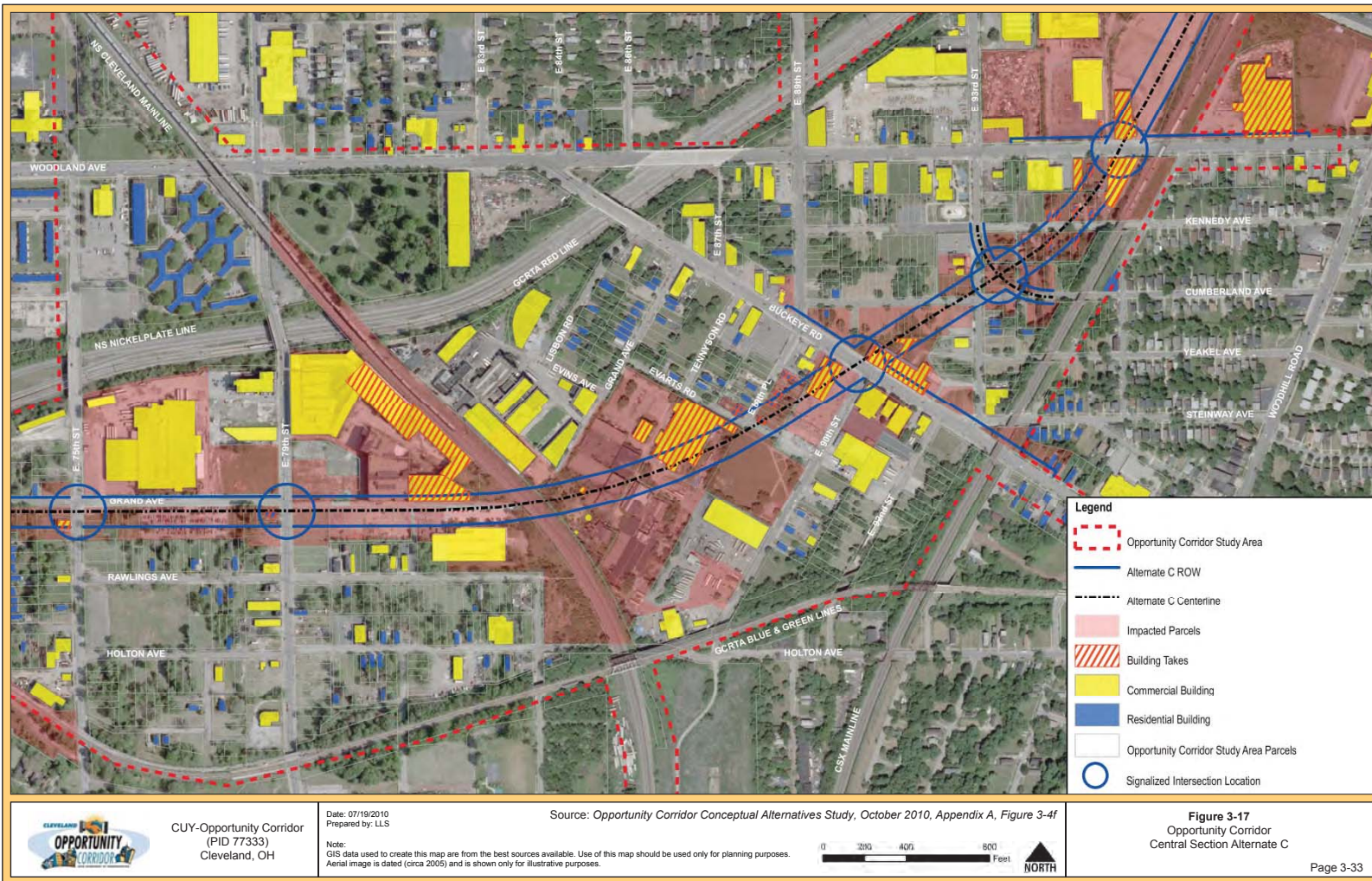
Date: 07/19/2010
Prepared by: LLS

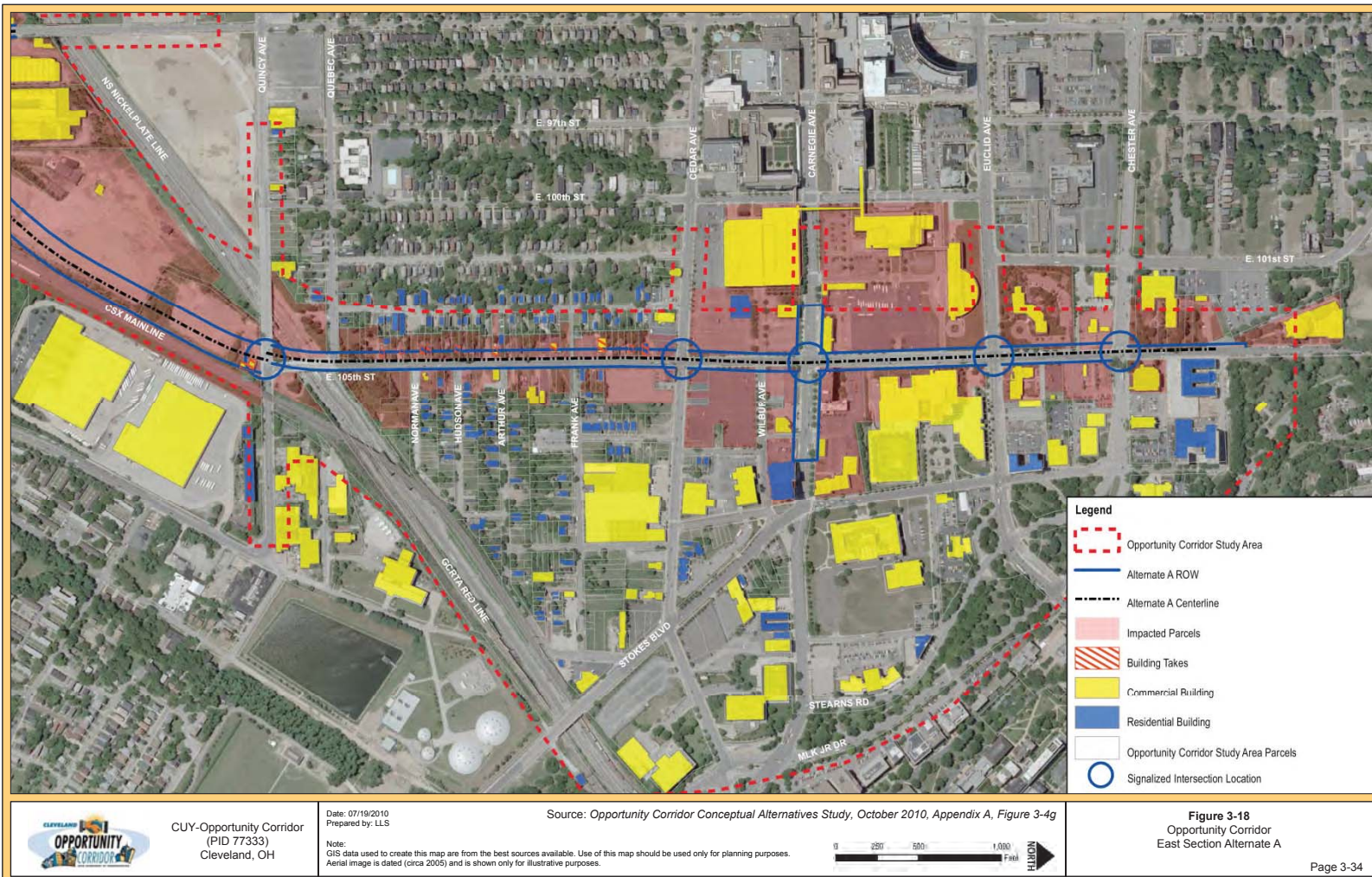
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GIS data used to create this map are from the best sources available. Use of this map should be used only for planning purposes.
Aerial image is dated (circa 2005) and is shown only for illustrative purposes.

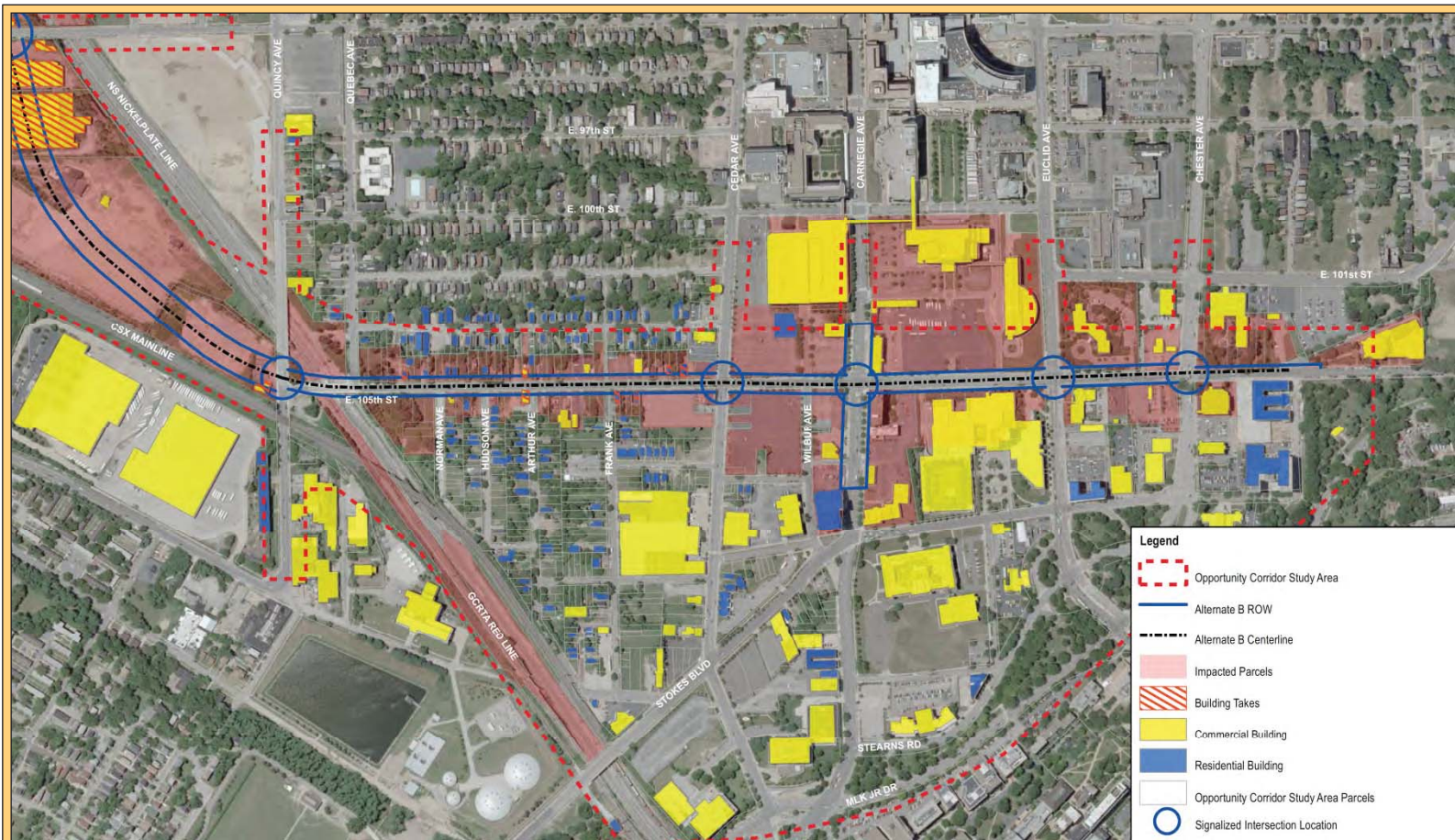
Source: Opportunity Corridor Conceptual Alternatives Study, October 2010, Appendix A, Figure 3-4e



Figure 3-16
Opportunity Corridor
Central Section Alternate B







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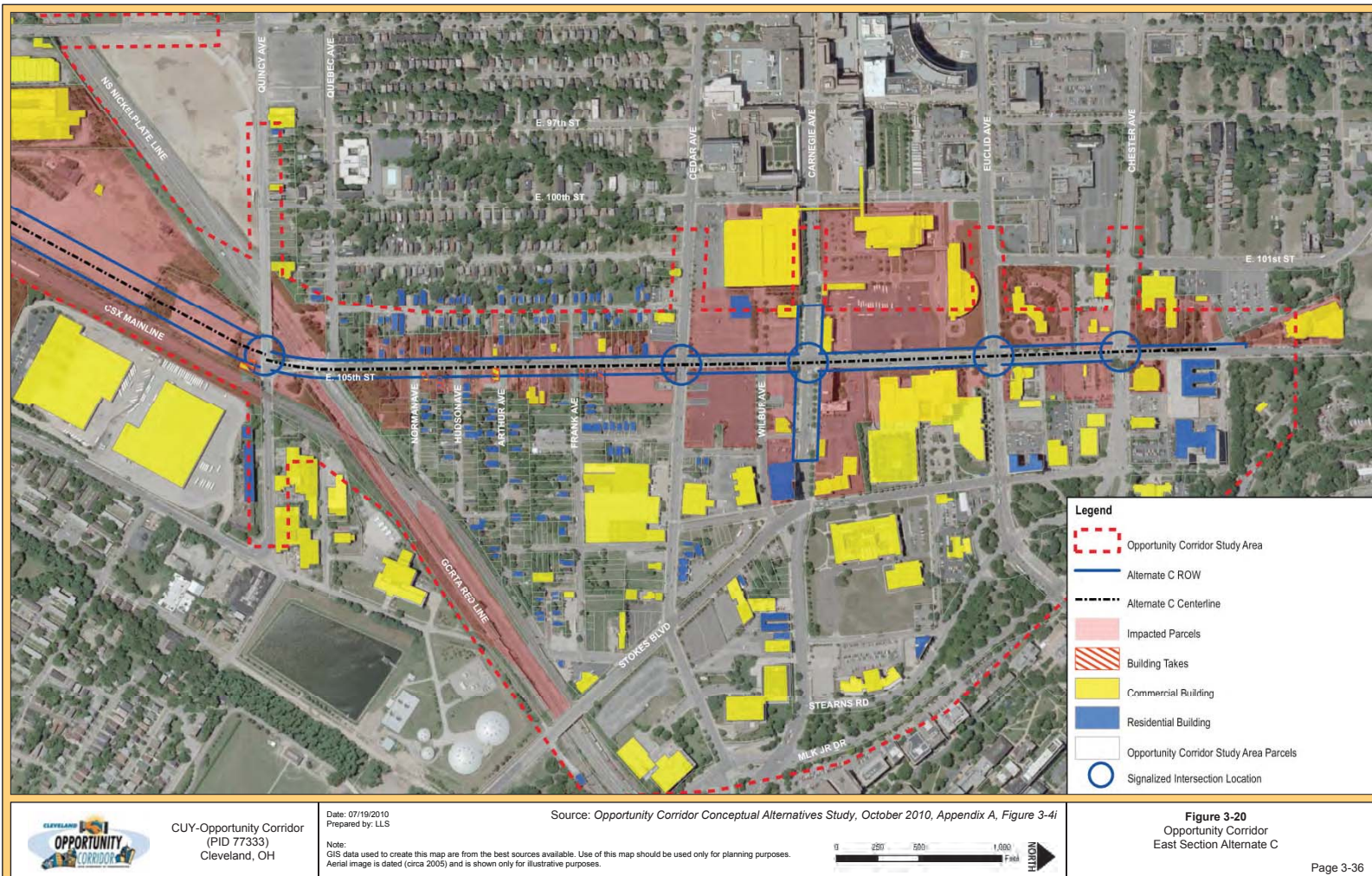
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Prepared by: LLS

Note:
GIS data used to create this map are from the best sources available. Use of this map should be used only for planning purposes.
Aerial image is dated (circa 2005) and is shown only for illustrative purposes.

Source: Opportunity Corridor Conceptual Alternatives Study, October 2010, Appendix A, Figure 3-4h



Figure 3-19
Opportunity Corridor
East Section Alternate B



The conceptual alternatives were presented at two steering committee meetings. The following is excerpted from the *Opportunity Corridor Conceptual Alternatives Study*:

“The second Steering Committee meeting was held at the Karamu House in Cleveland [on March 11, 2010]. Presentations were given by ODOT, GCP, and the City of Cleveland. ODOT’s presentation focused on details regarding the conceptual alternatives developed during PDP Step 5. GCP provided an overview of the comments received to date from the public involvement activities. A GCP consultant gave a presentation about two of the city’s Opportunity Corridor Development Districts.

The third committee meeting was held at the Cleveland Plain Dealer [on September 8, 2010]. Presentations were given by ODOT and the City of Cleveland. The City’s presentation provided an overview of land use changes recently adopted by the City of Cleveland. ODOT’s presentation provided an evaluation of the conceptual alternatives developed during Step 5 and the recommendation of alternatives to be further developed during Step 6.”

Excerpted from the Opportunity Corridor Conceptual Alternatives Study (October 2010), page 43

After the conceptual alternatives were presented to the steering committee, a second series of public meetings was held to inform the public and obtain feedback on the steering committee’s recommendations about alternatives to study further (feasible alternatives). Information about the federal-aid relocation process was included as part of the presentations for this and every other public meeting held for the Cleveland Opportunity Corridor project. This was designed to help address concerns related to property impacts. The following is excerpted from the *Opportunity Corridor Public Involvement Summary* (January 2013):

“[The] second series of public meetings consisted of six separate meetings held from Tuesday, October 5, 2010 through Thursday, October 7, 2010. To increase public attendance, meetings were scheduled at four different locations in the proximity of the study area as well as at various times of the day. The same exhibits and presentations were utilized at all meetings

When selecting meeting locations, several factors were taken into account. The preference was to have the meetings in public locations which were easily identifiable and accessible to the community. Another goal was to spread the meetings throughout the study area (or within close proximity) in order to make attending the meetings convenient for as many residents and business owners as possible”

Excerpted from the Opportunity Corridor Public Involvement Summary (January 2013), page 48

“Meeting attendees were also encouraged to participate in a CSS exercise to get their feedback for the potential design direction of the physical elements of Opportunity Corridor. Topics and boards included feedback opportunities related to: 1) Corridor Character & Theme; 2) Roadway Elements, 3) Roadside Elements, 4) Community Elements & 5) Landform Elements

In general, the public agreed with the alternatives recommended for further study. Out of the two recommended alternates in the West section, the public showed more overall support for Alternate C – the grade separated quadrant roadway. However, concern was expressed over the residential impacts it would create. In the Central section, Alternate B was widely supported. Many residents expressed that keeping Woodland Avenue as a continuous roadway was very desirable for the surrounding neighborhoods. It was also generally agreed upon that Alternate C – eastern widening, in the East section was a favorable choice because it created the least overall impact to homes and businesses.

This [was] consistent with ODOT's screening process and [affirmed] the recommendation of conceptual alternatives that were studied further as feasible alternatives.

Some of the comments heard in the initial public meetings were echoed again in this second series of meetings. Many comments focused on the potential for job creation as a result of this project. Residents voiced concerned that those opportunities would not be made available to them. Another major concern of the public was the potential impacts to residents and businesses . . . Other community goals voiced by the public included making the area more multi-modal and beautifying the neighborhoods."

Excerpted from the Opportunity Corridor Public Involvement Summary (January 2013), pages 49-50

The input received from the steering committee and the public, along with engineering analysis, resulted in the elimination of several alternates, including West Alternate B, Central Alternate C, East Alternate A, and East Alternate B. The following is excerpted from the *Opportunity Corridor Conceptual Alternatives Study* (October 2010):

"The proposed four-legged intersection at I-490/E. 55th Street as part of West Alternate A provides more conventional access to E. 55th Street in comparison to West Alternates B and C. Because it is the lowest cost option and provides the most conventional method of access, it is recommended that West Alternate A be carried forward for further study as part of PDP Step 6. However, as part of the evaluation completed under PDP Step 5, it was determined that design year traffic operations for the at-grade intersection are projected to be sub-standard. Consequently, additional capacity analyses will be needed to determine if acceptable design year traffic operations can be attained once NOACA refines the future traffic volumes as part of PDP Step 6.

West Alternate B would depress existing I-490 under E. 55th Street just north of the existing I-490/E. 55th Street intersection with a system of braided ramps west of E. 55th Street. Although this alternate would provide improved access and mobility, access would not be provided between E. 55th Street and the boulevard. The proximity to I-77 would also require eastbound drivers to make multiple traffic decisions in a quick time frame. These items could create driver confusion for drivers looking to access E. 55th Street. Consequently, it is recommended that Alternate B be eliminated from further study due to potential driver expectancy/confusion concerns associated with the E. 55th Street access and a substantial increase in construction costs relative to the other alternates.

Although it has the highest residential impact of the three West Geographic Section alternates, West Alternate C provides the best traffic operations while providing full access to E. 55th Street. Therefore, it is recommended that Alternate C be carried for further study in PDP Step 6 and additional analysis be performed regarding the number of occupied units and the potential for finding available replacement housing within the St. Hyacinth neighborhood for those that may be impacted by this or any of the West Section alternates.

Due to the highest relative impact to Section 4(f) resources (i.e., the planned expansion of the Kenneth Johnson [Woodland] Recreation Center) as well as the great challenges with respect to accommodating the local street network and the existing rail operations, it is recommended that Central Alternate C be eliminated from further study. Alternates A and C are recommended for further study as part of PDP Step 6. As part of Step 6, additional studies should be completed to better define impacts to Section 4(f) resources (historic and recreational), as well as potential impacts to homes and businesses anticipated with Alternates A and B.

With the exception of structure impacts, all the East Section alternates have similar impacts. Based on the lower impacts to structures, it is recommended that only East Alternate C be carried for further study in PDP Step 6.”

Excerpted from the Opportunity Corridor Conceptual Alternatives Study (October 2010), page ES-2

The input received from the public and project stakeholders was used along with additional engineering design to further evaluate Alternates A and C in the West Section. The following is excerpted from the *Early Analysis of West Alternates* (March 2011):

“... It was recommended in the CAS report and at the public meetings that West Alternates A and C be further studied during Step 6 after Northeast Ohio Areawide Coordinating Agency (NOACA) provided updated and refined traffic projections for the project. The goal of the additional analysis was to determine if new traffic volumes would result in improved traffic operations and enhanced pedestrian safety through a smaller intersection footprint.”

Excerpted from the Early Analysis of West Alternates (March 2011), page 2

“The results of the analyses completed in the early stages of [PDP] Step 6 indicate that the configuration of the at-grade intersection proposed with West Alternate A would not be geometrically feasible without incurring extreme costs to re-design and reconstruct the I- 77/I-490 interchange. West Alternate A would also leave the existing weave section along I-490 between the I-77 ramps and E. 55th Street in-place. The weave section would further compromise safety and traffic operations by requiring weaving traffic to cross at least three lanes of traffic within a relatively short distance prior to the intersection with E. 55th Street. Furthermore, the large intersection area and high traffic volumes would negatively affect pedestrian safety and mobility, including access to the GCRTA station. Residents also expressed concerns regarding the safe transition from higher speed interstate travel on I-77 and I-490 to lower speeds more suitable for the proposed urban boulevard and the residential neighborhoods in the study area. For these reasons, it is recommended that West Alternate A be eliminated from additional study.

West Alternate C, on the other hand, would address the inside merge condition without the need for re-design or reconstruction of the interchange. Consequently, West Alternate C is recommended for continued analysis in [PDP] Step 6.”

Excerpted from the Early Analysis of West Alternates (March 2011), page 9

Input received from the public and project stakeholders was also used to further evaluate Alternates A and B in the Central Section. The following is excerpted from the *Analysis of Central Alternates* (June 2011):

“The alignments and geometrics of Central Alternates A and B were further refined and the estimated benefits and impacts were updated. A ‘windshield’ survey of the project area was also completed to determine the status of existing and demolished structures. The survey did not confirm occupancy of all residential and commercial business structures; however, several existing structures were boarded up and therefore identified as vacant. Additional coordination was also conducted with the City of Cleveland and Miceli Dairy Products to evaluate potential design modifications to Alternate B to minimize impacts to the planned expansion of the dairy. This coordination is ongoing and will continue throughout the project development process.”

Excerpted from the Analysis of Central Alternates (June 2011), page 2

“Central Alternates A and B are both components of corridor-wide alternatives to address the identified transportation needs in the project study area. Each alternate would require some changes to the existing street network; however, only Central Alternate B would maintain the continuity of Woodland Avenue. Maintaining the continuity of Woodland Avenue is an important consideration with regard to improving system linkage and mobility in the project study area. Woodland Avenue is an east-west arterial that provides mobility and access to areas both within and adjacent to the project study area. From a broader perspective, Woodland Avenue is an important link in the transportation system which provides a direct connection between multiple neighborhoods located southeast of the Central Business District, including several immediately adjacent to University Circle. Central Alternate A would modify existing Woodland Avenue to force a series of turning movements in order to continue travel in an east-west direction. These turning movements result in a disconnection of Woodland Avenue in the project study area. This condition – referred to as the discontinuity of Woodland Avenue – would decrease mobility and reduce system linkage within the project study area. Therefore, when considered in the context of a corridor-wide alternative, Alternate B would better satisfy the purpose of and need for the project.

The estimated impacts and benefits associated with Central Alternates A and B are relatively similar. Although both would operate at acceptable levels of service, Alternate B would generally operate at improved levels. Central Alternate A, on the other hand, would result in fewer total relocations than Alternate B (16 vs. 19, respectively). Central Alternate A would also affect fewer properties identified as having the potential for hazardous materials contamination (7 vs. 12, respectively)

Based on the [Conceptual Alternatives Study] CAS data, Central Alternate B would cost approximately \$10.3 million more than Central Alternate A. This cost differential amounts to approximately 5-percent of the estimated total project cost (\$203.1 to \$213.4 million)Due to this relatively small difference, estimated costs were not a primary factor in the selection of an alternate.

The City of Cleveland, the Buckeye Area Development Corporation, and the majority of the general public expressed a preference for maintaining the continuity of Woodland. Therefore, local stakeholders prefer Central Alternate B. Because the estimated benefits and impacts of the Central Alternates are nearly the same, the preference of the local stakeholders and relative ability to meet the purpose and need of the project are key decision-making factors. Because the local stakeholders prefer Central Alternate B and it would better satisfy the purpose and need of the project, it is recommended for further study as part of the Draft Environmental Impact Statement. Likewise, Central Alternate A is recommended to be eliminated from further study.”

Excerpted from the Analysis of Central Alternates (June 2011), pages 4 and 5

After the alternates described above were eliminated, one alternate remained in each geographic section. These three alternates were combined to form a single alternative for the entire Cleveland Opportunity Corridor project, which was referred to the recommended preferred alternative. The recommended preferred alternative included:

- West Section: Alternate C
- Central Section: Alternate B
- East Section: Alternate C

A third series of public meetings for the Opportunity Corridor project was conducted to inform and solicit feedback from the public on the recommended preferred alternative. The following is excerpted from the *Opportunity Corridor Public Involvement Summary* (January 2013):

“[The] third series of meetings consisted of four separate meetings held from Tuesday, July 26, 2011 through Thursday, July 28, 2011. To increase public attendance, meetings were scheduled at three different locations in the proximity of the study area, as well as at various times of the day. The same exhibits and presentations were utilized at all meetings”

Excerpted from the Opportunity Corridor Public Involvement Summary (January 2013), page 76

“In general, the public agreed with the Recommended Preferred Alternative. Some of the same comments heard in the first and second series of public meetings were echoed again in this third series of meetings. Many comments focused on the potential for job creation as a result of this project; residents voiced concerned that those opportunities would not be made available to them. Another concern was the potential impacts of the project to residents and businesses. Attendees asked questions about the relocation process and when it would take place. Residents and business owners wanted to be sure they will be treated fairly during the relocation process. Other community goals voiced by the public included making the area more multi-modal and beautifying the neighborhoods.”

Excerpted from the Opportunity Corridor Public Involvement Summary (January 2013), page 78

Property impacts were a common concern expressed during all of the public meetings. As the preferred alternative was refined, the following measures to avoid and minimize property impacts were included:

- Retaining walls were included north and south of the boulevard and east of the quadrant roadway to minimize impacts in the St. Hyacinth neighborhood.
- The alignment of the boulevard was shifted between East 79th Street and Kinsman Road to allow for planned business expansion of Orlando Baking Company.
- The alignment of the boulevard was shifted to avoid impacts to Miceli’s Dairy.
- Lane widths on East 105th Street north of Park Lane would be narrower than Cuyahoga County design standards to match the existing lane widths. This eliminated impacts to city-owned Wade Park and minimized impacts to the Wade Park Historic District.

Several mitigation measures were also incorporated into the preferred alternative in direct response to comments received from the public and stakeholders throughout the project’s development. The final mitigation measures that will be incorporated into the Cleveland Opportunity Corridor project are described in **Table A** of the Record of Decision (ROD).

After the publication of the DEIS, a public hearing was held for the Cleveland Opportunity Corridor project. Feedback about the project was also collected during a 45-day public comment period. **Chapter 5** of this FEIS describes the public hearing and the comments received. The preferred alternative was further refined in response to feedback received during this time, see **Section 3.4** on page 3-42.

3.4 WHAT ABOUT THE PREFERRED ALTERNATIVE HAS BEEN UPDATED SINCE THE PUBLICATION OF THE DEIS?

Several minor updates have been made to the design of the preferred alternative in response to the comments received after the DEIS was published. These are summarized below:

- The width of thru-lanes was reduced from 12-foot to 11-foot effective width;
- The width of turn lanes was reduced from 11-foot to 10-foot effective width;
- The third eastbound lane between Woodland Avenue and East 93rd Street and also at Cedar Avenue was eliminated;
- A curbed median was added to replace the two-way left-turn lane along East 105th Street between Quincy Avenue and Cedar Avenue; and
- Medians, where present, will be used as pedestrian refuges to the extent possible.
- ODOT will maintain vehicular access to East 89th Street by resurfacing Frederick Avenue and converting East 86th Street to a two-way roadway between Frederick and Woodland avenues.
- ODOT will fund 80-percent (up to \$3.2 million) of a project to improve the existing GCRTA E. 105th Street-Quincy Avenue train station. The improvement project would extend the station platform to accommodate three-car service and construct a new entrance at E. 105th Street. The station improvements would be scheduled to coincide with the construction of the Opportunity Corridor bridge over the GCRTA Red Line to minimize impacts to transit service. However, the project would be independently planned, designed and constructed by GCRTA.

The potential consequences of these minor design changes are further discussed in **Chapter 4** of the FEIS. Following publication of the DEIS, the project team also coordinated with project stakeholders to review two specific elements of the preferred alternative. Although this coordination resulted in no changes to the preferred alternative, the results are summarized below:

- **Curb return radii:** Several comments received on the DEIS asked ODOT to evaluate if it would be possible to reduce curb return radii to reduce the size of the intersection areas. After further coordination with City of Cleveland and the local Community Development Corporations (CDC's), it was decided to retain larger curb return radii. This would allow trucks and busses to safely turn corners within the roadway area rather than hopping the curbs or blocking opposing movements. It was determined that the safety benefits of this design outweighed the benefits of reduced intersection areas.
- **Bicycle facility design:** Several comments received on the DEIS asked ODOT to provide on-road bike lanes instead of a multipurpose path for bicycle traffic. This issue was discussed with the City and the local CDC's. The multipurpose path was desired as it was perceived as a safer alternative to on-road bike lanes.

3.5 WHAT IS THE PREFERRED ALTERNATIVE?

The preferred alternative has not substantially changed since the publication of the DEIS. The preferred alternative involves building an urban boulevard with traffic lights at intersections from the I-490-East 55th Street intersection to the East 105th Street-Chester Avenue intersection (**Figure 3-21** on page 3-43). The proposed boulevard will have two westbound through-lanes, but the number of eastbound through-lanes will vary.

The project includes three eastbound through-lanes between I-490 and Woodland Avenue. In general, the roadway will have two through-lanes between Woodland Avenue and Chester Avenue, but the roadway between Cedar Avenue and Euclid Avenue will include a third eastbound through-lane. Left-turn lanes will also be added at many of the intersections. The proposed boulevard generally will be built where no

Figure 3-21: Preferred Alternative



roads exist now except for the stretch from Quincy Avenue to Chester Avenue, which will be built on existing East 105th Street. The boulevard will include a low, grassy median between East 55th Street and Quincy Avenue. A raised median will be included between Quincy and Cedar avenues. Medians and tree lawns will not be included on the bridges. The proposed boulevard will also include a walking/biking path on the south side of the roadway and a sidewalk on the north side.

The preferred alternative will have traffic lights at Kinsman Road, East 75th Street, East 79th Street, Buckeye Road, Woodland Avenue, East 93rd Street, Quincy Avenue, Cedar Avenue, Carnegie Avenue, Euclid Avenue and Chester Avenue.

Access to East 55th Street will be provided by a quadrant roadway – a new two-way street that will be built south of the new boulevard and near East 59th Street. It will have traffic lights at both East 55th Street and the boulevard, and it will allow cars to access both roadways.

The preferred alternative also will change some local streets:

- **Francis Avenue:** closure between East 55th Street and East 57th Street;
- **Berwick Road, Colfax Road and East 73rd Street:** cul-de-sacs;
- **Rawlings Avenue:** cul-de-sac: closure between East 75th Street and East 79th Street;
- **Lisbon Road:** cul-de-sac: connection with Grand Avenue near Evarts Road;
- **Tennyson Road:** closure between Evarts and Buckeye roads;
- **East 86th Street:** conversion to a two-way roadway between Frederick and Woodland avenues;
- **East 87th Street:** closure between Buckeye Road and Woodland Avenue;
- **East 89th Street:** closure between Woodland and Frederick avenues; and
- **Quincy Avenue:** closure between East 105th Street and Woodhill Road; design will maintain access for bicycles, pedestrians and emergency services.

The preferred alternative will build these bridges:

- East 55th Street over the proposed boulevard;
- Pedestrian/bike bridge over the proposed boulevard at East 59th Street;
- Proposed boulevard over the Kingsbury Run Valley (two bridges);
- Proposed boulevard over the GCRTA Blue and Green lines (two bridges);
- Norfolk Southern Railway (NS) Cleveland Mainline over the proposed boulevard (two bridges);
- Pedestrian/bike bridge over the NS Nickel Plate/GCRTA Red Line at East 89th Street; and
- Proposed boulevard over the NS Nickel Plate/GCRTA Red Line.

3.6 HOW DOES THE PREFERRED ALTERNATIVE COMPLY WITH OTHER TRANSIT-RELATED PLANS?

The preferred alternative for the Cleveland Opportunity Corridor project would build new facilities for pedestrians and bicycles to improve connectivity to public transit stations and stops. These include a walking/biking path on the south side of the roadway, a sidewalk on the north side, a pedestrian/bike bridge at E. 59th Street and a pedestrian/bike bridge at E. 89th Street. Furthermore, the preferred alternative would build new bridges over the Kingsbury Run Valley, the GCRTA Blue/Green Line and the NS rail line, which would further reduce barriers to public transit access.

The alignment for the preferred alternative was strategically designed to promote future, transit-oriented development. For instance, the Opportunity Corridor would parallel the GCRTA Red Line to complement existing transit patterns in the area. Furthermore, the Opportunity Corridor alignment across E. 79th

Street was designed to evenly split the distance between the GCRTA Red Line and Blue/Green line train stations (see **Figure 4-1** on page 4-9). This not only avoided impacts to these facilities but also maximized the area available for future development. This could, in turn, encourage increased ridership at these locations. This is also consistent with GCRTA's desire for the proposed boulevard to support the City's plan for redevelopment, which could further encourage use of existing major transit investments in the study area.

Finally, in conjunction with the Opportunity Corridor project, ODOT will fund 80-percent (up to \$3.2 million) of a project to extend the platform and construct a new entrance to the existing GCRTA E. 105th Street-Quincy Avenue train station. These operational and accessibility improvements are part of GCRTA's long-term goals for this train station. While the project would be independently administered by GCRTA, the station improvements would be scheduled to coincide with the construction of the Opportunity Corridor bridge over the GCRTA Red Line to minimize impacts to transit service.

By building new features for pedestrians and bicyclists and bridging barriers that currently restrict access to transit facilities, the preferred alternative would also support transit-related elements of the Northeast Ohio Areawide Coordinating Agency (NOACA) *Connections + 2035 Long Range Plan*, including:

- Goal #4 – Establish a more balanced transportation system which enhances modal choices by prioritizing goods movement, transit, pedestrian and bicycle travel instead of just single occupancy vehicle movement and highways.
- Goal #5 - Improve the transportation mobility of the transit-dependent and low-income individuals to jobs, housing and other trip purposes.

The full content of the *Connections + 2035 Long Range Plan* can be viewed on NOACA's website at www.noaca.org.

3.7 HOW WAS THE PREFERRED ALTERNATIVE COORDINATED WITH OTHER LOCAL PLANS AND INITIATIVES?

As part of a separate initiative, the City of Cleveland received a grant from the U.S. Environmental Protection Agency (EPA) to develop a plan to assess, clean up and reuse existing brownfield sites in the study area. This grant is part of a partnership between the U.S. Department of Housing and Urban Development (HUD), USDOT and EPA. This partnership, called the Partnership for Sustainable Communities, helps communities meet their housing, transportation and environmental goals.

The City's plan for brownfields redevelopment was closely coordinated with the Cleveland Opportunity Corridor project throughout its development. These coordination efforts included numerous meetings with staff from the City of Cleveland Planning and Economic Development departments, Greater Cleveland Partnership (GCP) and the consultants developing the Brownfield Area Wide Plan. In addition, ODOT and GCP have made multiple presentations sharing information about both the Opportunity Corridor project and the Brownfield Area Wide Plan in the same venue.

Specific outcomes of this coordination included designing the Opportunity Corridor alignment to accommodate planned expansions for Miceli's Dairy and the Orlando Baking Company. Furthermore, brownfield redevelopment efforts have been planned around and considered potential development options specific to the Opportunity Corridor alignment.

The planning and design of the Cleveland Opportunity Corridor project was also closely coordinated with the Northeast Ohio Regional Sewer District (NEORS) plans and ongoing efforts to address regional water quality issues. These coordination efforts included numerous meetings and addressed the project's compatibility with NEORS's Green Infrastructure Plan, EPA's Consent Decree for the reduction of raw sewage discharges and stormwater management. The coordination efforts focused not only on the

immediate project area but also the larger service area for NEORS. Furthermore, the storm sewer system that would be built as part of the Cleveland Opportunity Corridor project would be designed to meet ODOT water quality standards and NEORS flow volume requirements.

ODOT will continue the coordination efforts described above into the project's final design. These efforts would assist ODOT in delivering a transportation project that incorporates the most cost-effective solutions that are in the best interests of the community and the environment.

4 ENVIRONMENTAL RESOURCES AND IMPACTS

4.1 HOW HAVE THE PROJECT'S BENEFITS AND IMPACTS CHANGED SINCE THE PUBLICATION OF THE DEIS?

Chapter 4 of the Draft Environmental Impact Statement (DEIS) describes the human and natural resources within the study area. It also discusses the potential impacts and benefits of the project on these resources, as well as ways to reduce or avoid impacts. No new alternatives have been studied since the DEIS was published. However, several minor changes have been made to the design of the preferred alternative in response to the comments received on the DEIS (see **Section 3.4** on page 3-42 of this FEIS). This chapter describes updates to the project's setting, technical analysis, impacts and mitigation that have been made since the publication of the DEIS. It is intended to expand on the following sections of the DEIS:

- How much land would be needed to build the project? (DEIS page 4-6)
- Would any homes, businesses, or churches be relocated? (DEIS pages 4-6 through 4-18)
- How would bicycles and pedestrians be affected? (DEIS pages 4-19 through 4-22)
- How would existing roads and access points be affected? (DEIS pages 4-22 and 4-23)
- How would public transportation be affected? (DEIS page 4-23)
- Would low-income and minority populations be affected? (DEIS pages 4-27 through 4-31)
- What resources are not present within the study area? (DEIS 4-35)
- How would construction activities affect the surrounding community? (DEIS pages 4-37 and 4-39)

In addition, the certified traffic plates for the project have been included in Appendix C of this FEIS. The FEIS does not include updates to the other sections in Chapter 4 of the DEIS.

4.2 HOW MUCH LAND WOULD BE NEEDED TO BUILD THE PROJECT?

The DEIS describes the amount of land needed to build the Cleveland Opportunity Corridor project on page 4-6. Several minor updates were made to the design of the preferred alternative in response to the comments received on the DEIS. These include:

- The width of thru-lanes was reduced from 12-foot to 11-foot effective width;
- The width of turn lanes was reduced from 11-foot to 10-foot effective width; and
- The third eastbound lane between Woodland Avenue and East 93rd Street and also at Cedar Avenue was eliminated.

In addition, a curbed median was added to replace the two-way left turn-lane along East 105th Street between Quincy Avenue and Cedar Avenue. More land along the east side of East 105th Street may be needed to fit the new median. Building the new median is not expected to impact additional properties, but more land may be required from properties that would already be impacted by the project. No additional relocations are expected as a result of this minor design change. Finally, other issues that will be addressed during final design could slightly affect the amount of land needed to build the project. An example of this is the land needed for utilities and drainage features.

Given the above, the updates to the preferred alternative since the publication of the DEIS and further refinements during final design would be minor. Therefore, when compared to the acreages reported in the DEIS, no substantial changes in the permanent right-of-way or temporary easements required to build the project are expected. No additional property outside of the project footprint and/or the

project/environmental study area would be required. Therefore, no additional environmental studies are required.

4.3 WOULD ANY HOMES, BUSINESSES OR CHURCHES BE RELOCATED?

The Cleveland Opportunity Corridor project would cause homes, businesses and a church to be relocated. The DEIS includes a description of estimated relocations on pages 4-6 through 4-18. As stated previously, the minor updates to the preferred alternative since the publication of the DEIS would not require any additional relocations.

The following reports are on the CD included with the DEIS and incorporated by reference into both the DEIS and this FEIS:

- *Opportunity Corridor Relocation Assistance Program (RAP) Survey* (September 2012)
- *Opportunity Corridor Environmental Justice Technical Memorandum* (April 2013)

Based on these reports, there are feasible relocation sites for displaced residents available within a five mile radius of the project area. The displacement of existing residences could change access and transportation choices for populations that are heavily dependent upon public transportation. However, because appropriate replacement housing exists on the open market, affected residents could be relocated within a five mile radius of their current locations and existing community services, if they so choose.

Several comments received on the DEIS expressed concerns that relocation within existing financial means would be difficult for some residents. According to the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), in addition to receiving just compensation for any property acquired to construct the project, displaced property owners and tenants would also receive relocation assistance. There are also provisions to ensure that decent, safe and sanitary comparable replacement housing is within the financial means of the displaced person. When such housing cannot be provided using replacement housing payments within the statutory limits, the Uniform Act provides "housing of last resort" to provide agencies with the flexibility necessary to respond to difficult or unique displacement conditions. Last resort housing allows an agency to make replacement housing payments in excess of the statutory limits, if necessary, to relocate displaced persons into acceptable decent, safe and sanitary replacement dwellings.

ODOT also uses the Rental Assistance Entitlements to provide additional payments when the monthly cost of rent and utilities of the agency-selected comparable replacement dwelling exceeds the current costs at the displacement site. This program is also used to provide rental assistance payments to low-income households. Households who qualify as "low income" on the U.S. Department of Housing and Urban Development's Annual Survey of Income Limits for Public Housing and Section 8 Programs will have their base-rent at the displacement site computed on 30-percent of their gross family income, if this figure is less than their actual contract rent and utilities, thereby providing an amplified rental assistance payment.

An additional benefit ODOT offers to all tenants is down payment assistance. Tenants may choose to use their entire rent supplemental payment offer amount in the purchase of a decent, safe and sanitary replacement dwelling. The funds will be applied against the purchaser's down payment and any qualifying incidental closing costs. If the displaced tenant's rental supplemental payment offer is less than \$5,250, ODOT will increase their down-payment assistance offer to this amount to assist them in transitioning to home ownership.

Finally, the U.S. Department of Transportation has issued a temporary waiver to deal with situations of negative equity which exist in some localized real estate market conditions. This waiver - which expires

December 31, 2014 - was issued to minimize hardship caused when residents are forced to relocate to accommodate a public improvement project. In addition to the negative equity payment, ODOT will make increased interest payments to any residential owner-occupant who loses their existing favorable financing rate due to displacement by the project. This payment will be made to “buy-down” their replacement mortgage principal amount to an amount that would have been amortized for the same payment over the same term as the existing mortgage. The displaced person will then be able to use this amount to buy-down their replacement loan to eliminate any negative effects from a higher interest rate on the replacement mortgage. If the USDOT negative equity waiver expires during the course of the Cleveland Opportunity Corridor project, ODOT will continue to offer these benefits through the conclusion of the project.

ODOT will also pay for all closing costs normally paid by the residential owner-occupant in the purchase of their replacement dwelling. This would include, as applicable, all reasonable legal fees, closing and related costs, including: notary fees; surveys; fees for preparing drawings or plats; recording fees; title search and fees for preparing conveyance instruments; lender, Federal Housing Administration (FHA) or Veteran’s Administration (VA) application and appraisal fees; professional home inspection certification of structural soundness; termite inspection; other inspections and certifications when reasonable and not paid by the seller; credit reports and Escrow agent’s fees.

Finally, ODOT will pay for all moving expenses of anyone displaced by the project. This would include full costs associated with packing, unpacking, assembling, disassembling, reconnection fees for certain utilities and services, full value replacement insurance, moving up to 50 miles and some short-term storage if necessary. Displaced persons can choose to have their move completed by a contract move company or to do the work themselves and be paid directly. They may also choose to use a contract move for large, heavy items and a self-move for more delicate items via a combination move.

The programs listed above will be used by ODOT on a case-by-case basis to assure that relocations would not be a financial hardship to the affected owners and tenants.

For relocations, ODOT will follow the requirements of the Uniform Act as well as other standard ODOT policies and procedures. In general, the relocation process will include the following:

- ODOT will determine the fair market value of the property, which is the amount of money a property will bring if offered for sale on the open market.
- Simultaneous with appraisal preparation, ODOT will research the local housing market and find suitable decent, safe and sanitary comparable dwellings for sale (owner-occupants) and/or rent (tenants) and calculate the displaced person’s replacement housing offer.
- ODOT will present a written offer based on the fair market value.
- ODOT will make a replacement housing payment offer to all residential owner-occupants and will make a replacement housing payment offer to all residential tenant-occupants within seven days of the owner’s acquisition offer.
- The impacted party will be able to negotiate a final settlement with ODOT.
- The displaced person will be counseled by ODOT on various move and relocation options and assisted throughout the process of selecting and renting or purchasing a replacement dwelling.
- At this same time, the displaced person will be assisted as they make their decision on how to conduct and be paid for their move (contract move, self-move or combination).
- There will be a "closing" phase in which ODOT will formally buy the property and file all the paperwork.
- Simultaneous with the closing, ODOT will process the displaced person’s final replacement housing payment, applicable incidental closing cost payments, increased interest payments and moving cost payments and ensure they successfully move to their new replacement dwelling.

4.4 HOW WOULD BICYCLES AND PEDESTRIANS BE AFFECTED?

The DEIS includes a discussion of bicycle and pedestrian considerations on pages 4-19 through 4-22. The Cleveland Opportunity Corridor project would maintain and, in some cases, improve overall bicycle and pedestrian connections, access and safety by building features for these users. More specifically, the project would include a 10-foot multipurpose bicycle and pedestrian path on the south side of the roadway, and a 6-foot sidewalk on the north side of the roadway. In total, the project would add or rebuild 3.1 miles of sidewalk and add 2.9 miles of multipurpose path. The project would also build two bike/pedestrian bridges at East 59th Street and at East 89th Street. Pedestrian lighting will also be provided along the boulevard and on the bike/pedestrian bridges.

Several comments received on the DEIS asked ODOT to provide on-road bike lanes instead of a multipurpose path for bicycle traffic. This issue was discussed with the City of Cleveland and the local Community Development Corporations (CDC's). The multipurpose path was desired as it was perceived as a safer alternative to on-road bike lanes.

Some comments received on the DEIS also expressed a desire to reduce the overall width of the Opportunity Corridor boulevard to allow pedestrians to cross the road more easily. Based on these comments, the following updates were made to the preferred alternative:

- The width of thru-lanes was reduced from 12-foot to 11-foot effective width;
- The width of turn lanes was reduced from 11-foot to 10-foot effective width;
- The third eastbound lane between Woodland Avenue and East 93rd Street and also at Cedar Avenue was eliminated;
- A curbed median was added along East 105th Street between Quincy and Cedar avenues to facilitate pedestrian crossings; and
- Medians, where present, will be used as pedestrian refuges where possible.

The updates listed above would generally reduce the width of the Opportunity Corridor boulevard and would allow pedestrians to cross shorter distances in less time. The medians, in particular, would provide pedestrians a safe place to pause while crossing traffic traveling in different directions.

Several comments received on the DEIS asked ODOT to evaluate if it would be possible to reduce curb return radii to further lessen the distance pedestrians would have to cross at intersections. After further coordination with City of Cleveland and the local CDC's, it was decided to keep the larger curb return radii. This would allow trucks and busses to safely turn corners within the roadway area rather than hopping the curbs or blocking opposing movements. It was determined that the safety benefits of this design outweighed the benefits of reduced intersection areas.

Several comments received on the DEIS expressed concerns that long blocks and distances between traffic lights made it more difficult for pedestrians to move among and between neighborhoods. The preferred alternative will include thirteen signalized intersections spaced between 650 feet and 2,300 feet apart. Pedestrian signals and crosswalks will be provided at every traffic light. The signals will be timed so that pedestrians have enough time to cross the entire street before the opposing light turns green. In addition, each block along the Opportunity Corridor boulevard was evaluated to determine if a midblock crossing (a crosswalk located between intersections) would help pedestrians move more easily through the area. The results of these analyses are summarized below:

- **Slavic Village** – On this block, there are no destinations other than the transit station at East 55th Street. The project would maintain pedestrian access at Francis Avenue. In addition, a pedestrian bridge connecting to the Slavic Village area to the GCRTA station is included in the project. Finally, the project would connect the sidewalk from East 64th Street to the boulevard, which would improve pedestrian access across the Kingsbury Valley.

- **Kinsman Road** – The project would include sidewalk connections from Berwick Road and Colfax Road. Neither Berwick Road nor Colfax Road currently have destinations north of the boulevard other than along Kinsman Road. Therefore, the project would not directly increase inconvenience to pedestrians in this area. In addition, the project would include bridges over the Kingsbury Valley and the GCRTA Blue-Green Line that would increase pedestrian mobility and access.
- **Between the GCRTA Blue-Green Line and the NS Cleveland Line** – The Opportunity Corridor boulevard would bisect East 73rd Street. Noise barriers could be built in this area based on the desires of the residents who would be impacted (see Figure 4-13, page 4-11 of DEIS). If the noise walls are built, they would prevent sidewalks from being connected to the boulevard. If the noise walls are not built, sidewalks would be connected. If the sidewalks are connected to the boulevard, a midblock crossing is not recommended at this location because of safety concerns related to its location within the left-turn lane area to East 75th Street. The project would connect sidewalks from Rawlings Avenue to East 79th Street. There are no other locations between the Blue-Green Line and the NS line that have pedestrian access today, unless a pedestrian is walking across private property to other destinations. In addition, the bridge under the NS Cleveland Line improves pedestrian access to destinations to the east.
- **Between NS Cleveland Line and Buckeye Road** – The Opportunity Corridor boulevard would separate the neighborhoods between Evarts Road and Grand Avenue/Lisbon Road. However, midblock crossings are not recommended due to safety concerns related to the number of lanes, locations of turn lanes and the possibility of a noise barrier on the west side.
- **Between Buckeye Road and Woodland Avenue** – The project would connect the sidewalk from East 89th Street to the boulevard. The block between Buckeye Road and Woodland Avenue is relatively short (about 700 feet), and a midblock crossing is not needed.
- **Between Woodland Avenue and East 93rd Street** – The project will connect the sidewalk from the north at East 89th Street by a bridge across the NS Nickel Plate Line/GCRTA Red Line. No other crossings are present today. Also, the block between Woodland Avenue and East 93rd Street is relatively short (about 600 feet), and a midblock crossing is not needed.
- **Between East 93rd Street and Quincy Avenue** – There are presently no locations within this block to or from which pedestrians would travel. Therefore, a midblock crossing is not needed.
- **East 105th Street Corridor** – The only long block in this area is between Quincy Avenue and Cedar Avenue. The Opportunity Corridor project would add a median along this stretch of East 105th Street. Presently, there is one midblock crossing near Arthur Avenue. As part of a separate project, the New Economy Neighborhood desires to consolidate the east side streets into one intersection with a traffic light near Hudson Avenue. These measures would essentially divide this block in half and provide easier movements for pedestrians.

Several comments also expressed concern that closures on local streets, noise barriers and retaining walls would restrict pedestrian movements in the project area. In areas where streets are closed, sidewalks would be extended to the new roadway to maintain pedestrian connections. The only exception would be at East 73rd Street. As summarized above, if noise walls are built at this location, they would prevent sidewalks from being connected to the boulevard. If the noise walls are not built, sidewalks would be connected. According to ODOT's noise policy, the decision to build the noise walls will be made by the impacted residents who would also be the primary users of the sidewalk connections. Pedestrian movements would not be restricted by any other retaining walls or noise barriers included in the project.

4.5 HOW WOULD EXISTING ROADS AND ACCESS POINTS BE CHANGED?

The DEIS describes how the Cleveland Opportunity Corridor project would change existing roads and access points on page 4-22. These changes include the following closures on local streets:

- **Francis Avenue** – closure between East 55th Street and East 57th Street
- **Berwick Road, Colfax Road and East 73rd Street** – cul-de-sacs;
- **Rawlings Avenue** – cul-de-sac; closure between East 75th Street and East 79th Street;
- **Lisbon Road** – cul-de-sac; connection with Grand Avenue near Evarts Road;
- **Tennyson Road** – closure between Evarts and Buckeye roads;
- **East 87th Street** – closure between Buckeye Road and Woodland Avenue;
- **East 89th Street** – closure between Woodland and Frederick avenues; cul-de-sac north of Buckeye Road;
- **Quincy Avenue** – closure between East 105th Street and Woodhill Road; design will maintain access for bicycles, pedestrians and emergency services
- **105th Street** – The inclusion of a raised median between Quincy and Cedar avenues will limit vehicular movements from side streets and driveways to right-in-right-out access.

These closures will mainly affect vehicular traffic. For most of the areas listed above, sidewalks will be extended to the new roadway to maintain pedestrian connections. Noise walls, if built, would prevent sidewalks from being extended at East 73rd Street (see **Section 4.4**). The majority of the roadways that will be closed are low-volume residential streets that are short in length and do not primarily serve through-traffic movements. Exceptions to this include Francis Avenue, East 89th Street and Quincy Avenue.

Francis Avenue serves as the current entrance into the St. Hyacinth neighborhood and is located approximately 50 feet south of the proposed intersection of the quadrant roadway and East 55th Street. Allowing turning movements at both locations would introduce traffic operational and safety concerns. Therefore, Francis Avenue would be closed between East 55th Street and East 57th Street. To mitigate the impacts of the closure, ODOT will help create a new entrance to the St. Hyacinth neighborhood by constructing enhancements along Maurice and Bellford avenues. These measures would include street trees, and sidewalk and pavement repairs or improvements within the existing right-of-way and will be coordinated with the project stakeholders through the Slavic Village Community Development Corporation (CDC) during final design. The project would also build a pedestrian/bike bridge at East 59th Street to maintain access to the GCRTA transit station at East 55th Street.

The preferred alternative would build a traffic signal at Woodland Avenue. If 89th Street is extended to the Opportunity Corridor boulevard, it would create a 5-legged intersection at this location. This would introduce traffic operational and safety concerns. Therefore, East 89th Street would be closed between Woodland and Frederick avenues. To mitigate the impacts of this closure, ODOT would resurface Frederick Avenue and convert East 86th Street to a two-way roadway between Frederick and Woodland avenues. This will allow access to East 89th Street to be maintained via Woodland Avenue. In addition, the project would also build a pedestrian/bike bridge over the NS Nickel Plate/GCRTA Red Line at East 89th Street to maintain connectivity.

Quincy Avenue currently passes under the CSX railroad and forms a T-intersection with East 105th Street approximately 150 feet to the west. The Quincy Avenue profile under the CSX bridge only meets the requirements for a 15 mph design speed. About 350 feet north, Quincy Avenue-East 105th Street rises over the NS Nickel Plate/GCRTA Red Line. The East 105th Street profile over NS only meets the requirements for a 26 mph design speed. The vertical clearances for both bridges do not meet current design standards. The Opportunity Corridor boulevard, which would follow East 105th Street, would

have a 40 mph design speed and would be wider than the existing roadway. Given these constraints, it is not possible to connect Quincy Avenue south of the boulevard and meet necessary design standards without incurring excessive costs for the reconstruction of multiple roadway and railroad bridges.

Based on these constraints, Quincy Avenue would be closed between East 105th Street and Woodhill Road. As requested by the City of Cleveland, access for bicycles, pedestrians and emergency service providers would be maintained via a drive on Quincy Avenue to mitigate the impacts of the closure. With the closure, travelers who currently use Quincy Avenue to travel between East 105th Street and Woodhill Road would utilize the new boulevard, East 93rd Street and Woodland Road to make the same connections. The travel distance for the existing and new routes would be nearly equivalent.

Based on the above evaluation of the street closures and the incorporated mitigation measures, the Cleveland Opportunity Corridor project is anticipated to have minor negative impacts on local connectivity and mobility. Furthermore, the improved vehicular, bicycle and pedestrian connectivity and mobility resulting from the construction of the project are expected to outweigh these minor impacts.

4.6 HOW WOULD PUBLIC TRANSPORTATION BE AFFECTED?

The DEIS includes a discussion of how the Cleveland Opportunity Corridor project would affect public transportation on page 4-23. Several comments received on the DEIS expressed concern about how the closure of Quincy Avenue would impact access to public buses.

Figure 4-1 on page 4-9 and **Figure 4-2** on page 4-10 show existing public transportation within the project area. Approximately four bus stops on GCRTA Bus Route 11 and one bus stop on Bus Route 10 would be impacted by the closure of Quincy Avenue. The programming of bus routes and stops is a dynamic process. GCRTA continually engages in service planning and routing and modifies its services on a quarterly basis. Given the time that will elapse before the Opportunity Corridor project is constructed (i.e. eight quarters or more), it is not possible for GCRTA to identify specific bus route modifications that will be implemented to address the impacts to the bus stops described above. However, all GCRTA service planning and routing is conducted in accordance with its Title VI Program, which is a civil rights document submitted to the Federal Transit Administration (FTA) every three years. The Title VI Program consists of a Title VI policy statement, civil rights general requirements and transit service provider requirements such as service standards and policies. The current update was approved by the GCRTA Board in December 2014.

The GCRTA Title VI policy statement includes the following, “RTA as a recipient of federal assistance will ensure full compliance with Title VI of the Civil Rights Act of 1964, as amended, and related statutes and regulations in all GCRTA programs and activities.” The Title VI Program requires a public participation plan for major service reductions and fare changes. The program also has requirements to evaluate major service changes to identify disparate impacts on minority populations, disproportionate burdens for low-income persons, service availability, service frequency and vehicle load. Therefore, when the Opportunity Corridor project is constructed, any modifications to the 10 and 11 bus routes would be made in full compliance with GCRTA’s Title VI Program and its policies on environmental justice and service changes.

Recently, GCRTA conducted boarding surveys at the stops that will be impacted by the project to determine the origins and destinations of the individuals using the stops. GCRTA is still evaluating the data; however, preliminary analysis indicates that two options exist to maintain bus service in this area:

1. Pick-up the 10 and 11 bus route passengers at the intersection of Woodhill Road/Woodland Avenue. This option could increase walking distances by a maximum of 1,975 feet for some residents who currently use the bus stop located at Quincy Avenue/Woodhill Road roundabout (see **Figure 4-2** on page 4-10); or

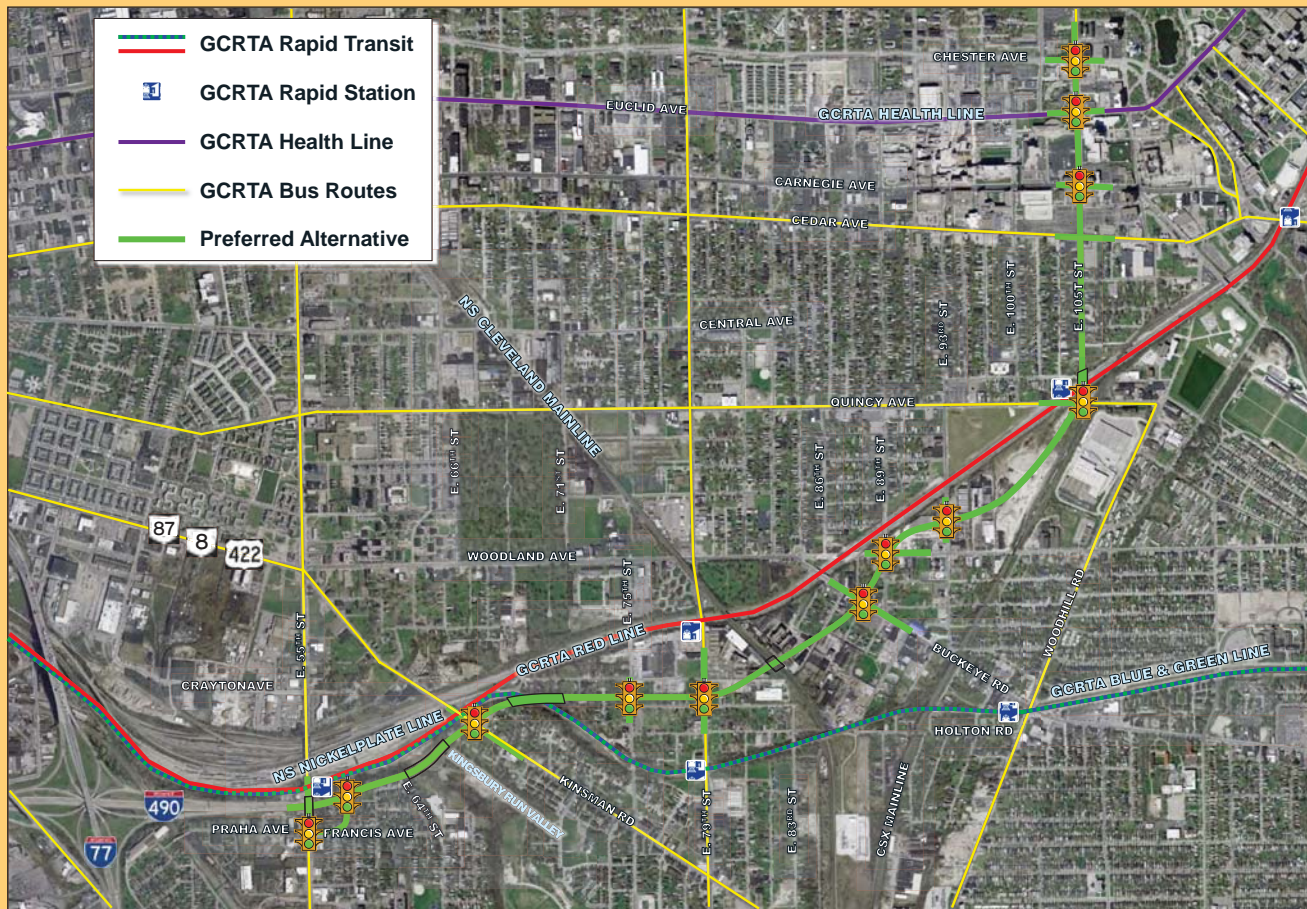
2. Loop the 10 and 11 bus routes and create new stops in the neighborhood east of Woodhill Road. The bus loop(s) would utilize a combination of existing roadways such as Woodhill Road, Mt. Carmel Road, Baldwin Road, E. 110th Street and/or Woodland Avenue (see **Figure 4-2** on page 4-10). Under this scenario, walking distances would be less for many users.

In addition to the individual stops, construction of the Opportunity Corridor would also impact the overall routing of the 10 and 11 bus routes. Based on a preliminary assessment, Bus Route 10 could be re-routed to E. 93rd Street, while Bus Route 11 could utilize the new Opportunity Corridor boulevard (see **Figure 4-2** on page 4-10). Both of these routes currently service the E. 105th Street-Quincy Avenue train station. This service would be maintained when the new routes are identified. Furthermore, the new bus routes could potentially provide enhanced service along Woodland Road, E. 93rd Street and to the Kenneth L. Johnson Recreation Center. The final decision on the re-routing of the 10 and 11 bus routes will be made by GCRTA once the pedestrian and boarding counts are completed, the data is analyzed and the appropriate actions are taken to comply with GCRTA's Title VI Program as well as its environmental justice and service change policies. Prior to and during construction, ODOT will coordinate all street closures with GCRTA to assure that no lapses in bus service occur.

Other comments received on the DEIS suggested that bus service should be provided along the Opportunity Corridor boulevard. Existing transit service is currently provided parallel and adjacent to the proposed boulevard via the GCRTA Red Line and portions of the Blue-Green line. The decision to provide additional transit routes and stops along the Opportunity Corridor roadway will be made by GCRTA based on user demand and in accordance with its service policies once the project is built. The Opportunity Corridor will be designed so that buses can safely use the boulevard if bus service is added. This includes providing intersections that are wide enough so buses can turn without the rear wheels hopping over the curb and onto the sidewalks where pedestrians may be located. In addition, ODOT will help construct enhanced bus shelters in areas where the existing bus lines will cross the new boulevard. Key intersections being considered for enhanced bus shelters include Kinsman Road, East 79th Street, Buckeye Road, and Quincy and Cedar avenues. ODOT will work with GCRTA during final design to identify the specific locations and the design of the shelters. ODOT will also work with GCRTA during final design to coordinate locations of bus stations along E. 105th Street and where the proposed boulevard would intersect existing bus routes.

Finally, in conjunction with the Opportunity Corridor project, ODOT will fund 80-percent (up to \$3.2 million) of a project to improve the existing GCRTA E. 105th Street-Quincy Avenue train station. The platform at this station is one of only two within the GCRTA system that can only service one train car. The improvement project would extend the platform to allow three-car service, which is GCRTA's standard. The improvement project would also construct a new entrance at E. 105th Street. The entrance would provide both stair and elevator access to comply with the requirements of the American with Disabilities Act (ADA). The station improvements would be scheduled to coincide with the construction of the Opportunity Corridor bridge over the GCRTA Red Line to minimize impacts to transit service. However, the project would be independently planned, designed and constructed by GCRTA.

In a letter dated Feb. 14, 2014 (see Appendix A), GCRTA expressed their support of the closure of Quincy Avenue and the funding of the improvements to the E. 105th Street-Quincy Avenue train station. The letter also indicated that GCRTA is currently studying the utilization and viability of the E. 79th Street rapid transit stations. This study is scheduled for completion prior to the end of 2014. Finally, the GCRTA letter documented a commitment to modify bus routes as necessary to maintain access for the transit dependent public housing populations located east of Woodhill Road and north of Woodland Avenue and requested further coordination on the locations of bus stations in the project area. A response to the comments contained in the Feb. 14, 2014 GCRTA letter is provided in Appendix A.





4.7 WOULD LOW-INCOME AND MINORITY POPULATIONS BE AFFECTED?

The DEIS describes how the preferred alternative would impact low-income and minority populations on pages 4-27 through 4-31. The DEIS also describes several measures that will be implemented as part of the project to mitigate impacts and provide added benefits to the local community. The mitigation measures were coordinated further with the public and the project stakeholders both during and after the public comment period for the DEIS. Based on that coordination, the project will include the following:

- ODOT will build two **pedestrian/bike bridges**: one at East 59th Street and one at East 89th Street. The bridges will include lighting and will be maintained by the City of Cleveland.
- ODOT will implement a **voluntary residential relocation assistance program (VRAP)**. This program will allow some residents whose homes are not directly impacted by the project to apply for assistance to relocate to another area. The eligible properties would include 15 buildings and 26 dwelling units. The properties that would be eligible for the VRAP and additional details about the program are identified in the *Opportunity Corridor Environmental Justice (EJ) Mitigation Residential Voluntary Relocation Assistance Program (VRAP) Memo* (July 2013), which is included in Appendix E on the included CD and incorporated by reference into this FEIS. Should baseline conditions change prior to the start of land acquisition, ODOT will reconsider the properties eligible for the VRAP.

To qualify for relocation benefits, residents must own the subject property. Tenants would qualify for relocation benefits if the property owner elects to participate in the VRAP. Additionally, at least one of the criteria detailed below must be met for each residential property:

- » Proximity to the project, including:
 - Residential uses located in the intersection influence areas¹ and
 - Residential uses with direct access to boulevard
- » Locational compatibility: In some areas, the project would create a single remaining (isolated) residential land use on a block or in a general area. The single remaining residential land uses were determined eligible to apply for relocation benefits under the VRAP.

All voluntary residential relocations will be provided benefits matching those provided for required relocations. Federal-aid transportation funding will not be utilized for this measure.

- For **required and voluntary relocations**, ODOT will work to provide replacement housing that has similar access to public transit, as long as those options are currently available in the housing market. Also, ODOT will make all reasonable efforts to relocate residents within the same neighborhood, if that is what they desire. This will mitigate potential impacts to community cohesion.
- The **Kenneth L. Johnson (Woodland) Recreational Center** is an important community resource to area residents. The city currently has plans to expand the rec center, and ODOT will fund up to \$500,000 of the planned expansion.
- **Noise walls** are recommended in three specific areas to mitigate predicted traffic noise impacts. In accordance with its noise policy, ODOT will gather input from residents and property owners who would be affected by the noise walls. ODOT will decide whether to build the noise walls based on the desires of the affected people. If noise walls are desired, the people who are affected

¹ The intersection influence area includes the physical intersection and the approaches where driver perception, reaction, maneuvering and turn-lane storage occur.

would help decide how the walls would look on their side of the wall. This could include using transparent materials to increase visibility, as well as other alternative materials to improve the look of the barriers.

- The closure of Francis Avenue will affect the current entrance into the St. Hyacinth neighborhood. ODOT will help create a new **entrance into the St. Hyacinth neighborhood** by constructing enhancements along Maurice and Bellford avenues. These measures will include street trees, and sidewalk and pavement repairs or improvements and will be coordinated with the project stakeholders through the Slavic Village CDC during final design.
- ODOT will help construct **enhanced bus shelters** in areas where the existing bus lines will cross the new boulevard. Key intersections being considered include Kinsman Road, East 79th Street, Buckeye Road, and Quincy and Cedar avenues. ODOT will work with GCRTA during final design to identify the specific locations and the design of the shelters.
- ODOT will provide, at a minimum, \$500,000 to be utilized for **on-the-job training**. Federal-aid transportation funds will not be utilized for this mitigation measure. This mitigation measure would target training opportunities for individuals in the immediate vicinity of the project. These opportunities could include, but would not be limited to, jobs related to the Opportunity Corridor construction contract(s). By targeting a diverse range of training opportunities, the program will maximize benefits to the impacted communities. For instance, long term benefits would be maximized if individuals who are trained can find permanent jobs.

One possible mitigation measure that was presented to the public in the DEIS and at the public hearing included providing financial aid to assist in the planning and development of sites previously identified as part of the Urban Agricultural Innovation Zone, which is located in the Kinsman neighborhood. While several individuals indicated general support for all of the mitigation measures, none of the comments expressed strong support for the urban agriculture mitigation measures. Based on the strong preference for other mitigation measure such as workforce development and job training, the project team determined that mitigation funds would be best allocated to the other measures. Therefore, financial aid within the Urban Agriculture Innovation Zone was not included as a final mitigation measure.

Another mitigation measure that was presented to the public included increasing the Disadvantaged Business Enterprise (DBE) goal for the Opportunity Corridor construction contract(s). This measure received broad public support. However, ODOT will establish the DBE goal for the construction contract(s) according to its standard policy, which considers the engineer's estimate for construction cost, scope of work items, project location and DBE contractors available to complete the work. Therefore, increasing the DBE goal to a specific target was not included as a final mitigation measure. However, ODOT will maximize the DBE goal for the construction contract(s) to the greatest extent possible.

4.8 WHAT RESOURCES ARE NOT PRESENT WITHIN THE STUDY AREA?

The DEIS describes resources that are not present within the Cleveland Opportunity Corridor project study area on page 4-35. The DEIS further states that threatened and endangered species or habitat are not present in the study area. Based on recent coordination with Ohio Department of Natural Resources (ODNR), the project is within the range of several state and federally endangered species, including the Indiana bat, piping plover, Kirtland's warbler, Canada warbler, black bear and king rail. However, the project is not likely to impact these species. If trees with suitable habitat for the Indiana bat must be cut, cutting must occur between October 1 and March 31. If the trees must be cut during the summer months, a net survey must be completed between June 15 and July 31, before the cutting. The coordination with ODNR is included in Appendix A.

4.9 HOW WOULD CONSTRUCTION ACTIVITIES AFFECT THE SURROUNDING COMMUNITY?

The DEIS describes how construction activities would affect the surrounding community on pages 4-37 and 4-39. One construction effect described in the DEIS includes a temporary increase in air pollution due to emissions from construction equipment and dust from construction activities. This would be minimized through dust control measures outlined in ODOT's Construction and Materials Specifications (CMS). In addition, the contractor will be required to follow local City of Cleveland ordinances for vehicle idling and all current U.S. Environmental Protection Agency air quality regulations.

Another construction effect described in the DEIS includes a temporary increase in noise from construction equipment and activities. Some construction equipment and activities, including pile driving and soil compaction, could increase noise in the area of the project. These impacts would be minimized in these ways:

- The contractor must comply with City of Cleveland noise ordinances and other local laws governing construction; and

The increased truck traffic would use pre-approved haul routes to bring materials to and from the project area. These routes would be designed to minimize impacts to the community from increased truck noise and traffic.

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5 PUBLIC AND AGENCY COORDINATION

5.1 WHAT PUBLIC AND AGENCY COORDINATION HAS TAKEN PLACE SINCE THE PUBLICATION OF THE DEIS?

Public and agency coordination conducted throughout the course of the Cleveland Opportunity Corridor project is described in the Draft Environmental Impact Statement (DEIS) on pages 5-1 through 5-10. This chapter includes a description of the public and agency coordination that occurred after the publication of the DEIS. The Final Environmental Impact Statement (FEIS) does not include updates to the other sections in Chapter 5 of the DEIS.

The DEIS was published in the *Federal Register* on Sept. 13, 2013. A copy of the notice in the *Federal Register* can be found in Appendix D, which is on the CD included with this FEIS. A formal comment period began with the publication of the DEIS and ended on Oct. 31, 2013.

The DEIS and all attachments were made available at the following locations:

- The Ohio Department of Transportation (ODOT) District 12;
- Cleveland City Hall;
- The Northeast Ohio Areawide Coordinating Agency (NOACA);
- Cuyahoga County Department of Public Works;
- Kenneth L. Johnson Recreation Center;
- Cleveland Public Library – Main Branch;
- Cleveland Public Library – Fleet Branch;
- Cleveland Public Library – Garden Valley Branch;
- Cleveland Public Library – MLK Jr. Branch;
- Cleveland Public Library – Woodland Branch;
- Buckeye Area Development Corporation;
- Burton Bell Carr Development, Inc.;
- Fairfax Renaissance Development Corporation;
- Maingate Business;
- Slavic Village Development; and
- University Circle Inc.

The DEIS was delivered to each location with instructions for making the document available to the public. These included:

- Keeping the document at the front or main desk;
- Asking individuals to sign the document out using a provided sign-out sheet;
- Requiring the document to be viewed in the facility and returned before the individual(s) leave; and
- Allowing individuals to use a computer to view the two CDs included as an appendix.

The DEIS was also available on the project website (www.buckeyetraffic.com/opportunitycorridor). Copies of the DEIS distribution list and instructions for viewing can be found in Appendix D, which is on the CD included with this FEIS.

A public hearing for the Cleveland Opportunity Corridor project was held on Tuesday, Oct. 1, 2013, from 4 to 8 p.m. at Mt. Sinai Baptist Church, 7510 Woodland Ave., Cleveland, OH 44104. The hearing was advertised in several formats:

- Postcards were sent to the most current project mailing list;
- Two display-type advertisements in the *Plain Dealer*;
- Two advertisements in the *Call and Post*; and
- ODOT project website.

Community Development Corporation (CDC) and other external websites, as well as CDC newsletters and email blasts were also used to notify the public about the hearing.

Copies of advertising materials can be found in Appendix D, which is on the CD included with this FEIS.

Two-hundred-eighteen (218) people signed in at the public hearing, including 12 members of the project team. Each guest received a handout with basic information about the project and a comment sheet. The doors opened at 4 p.m., and an open-house format allowed guests to visit stations where project staff were available to answer questions. The project team gave a formal presentation at 5:30 p.m. After the presentation, any attendee could sign up to give a public verbal comment, which was limited to two minutes. Once everyone who signed up spoke, the verbal comment period was opened for others to speak as well. The presentation and public verbal comments were recorded by a court reporter. After the verbal comments, the open-house format resumed. The public was given several methods to comment on the Cleveland Opportunity Corridor project. These included:

- Give a spoken comment after the presentation at the public hearing;
- Speak privately to a court reporter at the public hearing;
- Fill out a comment form and return it at the public hearing, or by email, mail or fax;
- Send comments by email, mail or fax;
- Call ODOT's Public Information Officer; or
- Fill out a comment form online (www.buckeyetraffic.com/opportunitycorridor)

Copies of the public hearing sign-in sheets, presentation, display boards, transcripts and other materials can be found in Appendix D, which is on the CD included with this FEIS.

ODOT notified the participating agencies for the Cleveland Opportunity Corridor project of its intent to prepare a combined FEIS/Record of Decision (ROD) on Dec. 9, 2013. Copies of this correspondence are included in Appendix A.

5.2 WHAT COMMENTS WERE MADE BY AGENCIES AND HOW DID THEY AFFECT THE PREFERRED ALTERNATIVE?

The DEIS was distributed to the project's Participating Agencies:

- Federal Transit Administration (FTA)
- U.S. Army Corps of Engineers (ACOE)
- U.S. Department of Housing and Urban Development (HUD)
- U.S. Department of Interior (DOI)
- U.S. Environmental Protection Agency (EPA)
- U.S. Federal Railroad Administration (FRA)
- U.S. Fish and Wildlife Service (USFWS)

Two agencies – ACOE and USFWS – did not provide comments on the DEIS. Most of the remaining agencies reviewed the document but did not have any comments. Two participating agencies – FTA and EPA – provided comments on the DEIS. The Ohio Department of Natural Resources (ODNR) also provided comments. Copies of the agency comments and detailed responses are included in Appendix A. A brief summary of the agency comments is provided in the following sections.

Federal Transit Administration

FTA's comments were related to the alternatives development and evaluation, impacts to transit and impacts to environmental justice communities. In response to FTA's comments, the FEIS includes enhanced discussions of the following topics:

- **“What is the full range of alternatives considered and why were some eliminated from further study?”** (FEIS Section 3.3 on page 3-2);
- **“How would public transportation be affected?”** (FEIS Section 4.6 on page 4-7); and
- **“Would low-income and minority populations be affected?”** (FEIS Section 4.7 on page 4-11)

Several commitments that would further address FTA's comments were included in the FEIS. These include maintaining bus service in the vicinity of Quincy Avenue and providing enhanced bus shelters. A complete listing of the environmental commitments is included in **Table A** of the ROD. In addition, the preferred alternative was updated to include operational and accessibility improvements to the existing GCRTA E. 105th Street-Quincy Avenue train station (See FEIS **Section 3.4** on page 3-42). Detailed responses to FTA's comments are included in Appendix A. ODOT responded to FTA's comments in a letter dated February 13, 2014. In an email dated April 2, 2014, FTA provided additional feedback, and ODOT responded in an email dated April 16, 2014. Copies of all correspondence with FTA are included in Appendix A.

U.S. Environmental Protection Agency

EPA's comments were related to the alternatives development and evaluation, public and stakeholder input, impacts to transit, pedestrian and bicycle mobility, stormwater management, air quality impacts during construction, street closures, mitigation for impacts to environmental justice communities (workforce development, noise barrier enhancements and relocations). In response to EPA's comments, the FEIS includes enhanced discussions of the following topics:

- **“What is the full range of alternatives considered and why were some eliminated from further study?”** (FEIS Section 3.3 on page 3-2);
- **“Would any homes, businesses or churches be relocated?”** (FEIS Section 4.3 on page 4-2)
- **“How would existing roads and access points be changed?”** (FEIS Section 4.5 on page 4-6)
- **“How would public transportation be affected?”** (FEIS Section 4.6 on page 4-7)
- **“Would low-income and minority populations be affected?”** (FEIS Section 4.7 on page 4-11)
- **“How would construction activities affect the surrounding community?”** (FEIS Section 4.9 on page 4-13)

Updates were also made to the preferred alternative to reduce the overall width of the Cleveland Opportunity Corridor boulevard to allow pedestrians to cross the road more easily and to fund operational and accessibility improvements to the E. 105th Street-Quincy Avenue train station (see FEIS **Section 3.4** on page 3-42). ODOT and FHWA held a meeting with EPA on February 11, 2014 to discuss EPA's DEIS review comments. As a result of this meeting, it was determined that updates to the DEIS were not needed to address EPA's comments regarding stormwater management.

Several commitments that would further address EPA's comments were included in the FEIS. These include further extending sidewalks to maintain pedestrian connections; maintaining bus service in the vicinity of Quincy Avenue; maintaining access to/from East 89th Street via Frederick Avenue and East 86th Street; providing enhanced noise walls if desired; providing enhanced bus shelters; funding on-the-job training and following local and federal air quality requirements. A complete listing of the environmental commitments is included in **Table A** of the ROD. Detailed responses to EPA's comments are included in Appendix A.

Ohio Department of Natural Resources

ODNR's comments were related to known ranges of federally and state endangered species and measures to avoid impacts to identified species. In response to ODNR's comments, the FEIS includes an enhanced discussion of **"What resources are not present within the study area?"** (FEIS **Section 4.8** on page 4-12). In addition, a commitment was included in the FEIS to restrict tree cutting to avoid potential impacts to Indiana bat habitat. A complete listing of the environmental commitments is included in **Table A** of the ROD. Detailed responses to ODNR's comments are included in Appendix A.

5.3 WHAT COMMENTS WERE MADE BY THE PUBLIC AND HOW DID THEY AFFECT THE PREFERRED ALTERNATIVE?

About 150 public comments were received during the DEIS comment period. Within the comments, individuals or groups touched on nearly 500 different points, which were grouped into several broad topics. The sections below provide a summary of these broad topics. The original comments can be found in Appendix D, which is on the CD included with this FEIS. Detailed responses to each comment are included in Appendix B. A complete listing of the environmental commitments referenced in the sections below is included in **Table A** of the ROD.

Opposition Comments

A number of comments received generally opposed the project for a variety of reasons. These comments generally wanted to stop the project and spend the money on other purposes including transit, fixing existing roads and neighborhood development. These comments did not result in updates to the preferred alternative.

Relocations and Environmental Justice Community Concerns

Many comments raised concerns about relocation benefits and acquisition, specifically as they relate to low property values and environmental justice community concerns. These comments are addressed by the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) provisions as well as a number of other relocation policies (see FEIS **Section 4.3** on page 4-2). Comments in support of relocation were received from some impacted residents. These comments did not result in updates to the preferred alternative.

Street Closures/Cul-De-Sacs

There were two general themes to comments on street closures – impacts to mobility within the communities and concerns regarding transit routes. In response to these comments, the FEIS includes enhanced discussions of the following topics:

- **"How would existing roads and access points be changed?"** (FEIS **Section 4.5** on page 4-6)

- **“How would public transportation be affected?”** (FEIS Section 4.6 on page 4-7)

The FEIS also includes commitments to address these comments, including extending sidewalks to maintain pedestrian connections, building two bike/pedestrian bridges, helping to create a new entrance to the St. Hyacinth neighborhood, maintaining access to/from East 89th Street via Frederick Avenue and East 86th Street and maintaining bus service in the vicinity of Quincy Avenue.

Lane Widths

Several comments stated that 12-foot lanes promote increased speed. Due to recent criteria changes and stakeholder coordination, the lanes on the boulevard will be reduced to 11-foot effective width with 10-foot effective width turn lanes. This change is described in **Section 4.4** on page 4-4 of this FEIS.

Roadway Width

Similar to the lane width, many comments indicated that the width of the Opportunity Corridor boulevard would be a barrier to pedestrians. This is largely due to the number of lanes, but also due to lane width and widening at intersections to give large vehicles room to turn. Due to recent coordination, minor updates were made to reduce the overall width of the roadway. A curbed median was also added along East 105th Street between Quincy and Cedar avenues to facilitate pedestrian crossings. These updates are described in **Section 4.4** on page 4-4 of this FEIS.

Pedestrian Mobility

Several comments received expressed concerns that long blocks and distances between traffic lights made it more difficult for pedestrians to move among and between neighborhoods. Other comments expressed concern that closures on local streets, noise barriers and retaining walls would restrict pedestrian movements. In response to these comments, the FEIS includes an enhanced discussion of **“How would bicycles and pedestrians be affected?”** (FEIS Section 4.4 on page 4-4). The FEIS also includes a commitment to extend sidewalks to the new roadway to maintain pedestrian connections in areas where streets are closed.

Existing Roadways

Several comments generally opposed building the project in favor of repairing and/or upgrading existing roadways. The City of Cleveland has existing programs and projects to maintain infrastructure surrounding the project area. In addition, maintenance alone would not support the project purpose and need of improving access and mobility within the Forgotten Triangle area and supporting redevelopment. These comments did not result in updates to the preferred alternative.

Transit

Many comments expressed concern about impacts to transit service and access. In response to these comments, the FEIS includes an enhanced discussion of **“How would public transportation be affected?”** (FEIS Section 4.6 on page 4-7). Several commitments that would address these comments were also added to the FEIS. Commitments include extending sidewalks to the boulevard to maintain pedestrian connections; maintaining bus service in the vicinity of Woodhill Road/Quincy Avenue and building enhanced bus shelters. Building a new pedestrian/bike bridge to maintain access to the transit station at East 55th Street was also included in the DEIS and incorporated into this FEIS. Finally, the preferred

alternative was updated to include operational and accessibility improvements to the existing GCRTA E. 105th Street-Quincy Avenue train station.

Environmental Justice Mitigation Measures

The public comments indicated strong support for workforce development and job training within neighborhoods. The comments generally supported enhancements within Slavic Village and enhanced bus shelters. In regard to noise barriers, most comments were not specific to enhancements (although some expressed support), but opposed the construction of the barriers for a variety of reasons. Under state policy, noise barriers are considered when noise impacts are predicted to result from a proposed project. Noise barriers, however, will only be built if the affected residents prefer to have them. No specific comments were received regarding mitigation measures already committed to in the DEIS (Voluntary Residential Relocation Assistance Program (VRAP), pedestrian bridges and recreation center funding). Based on these comments, the FEIS includes commitments to fund workforce development through on-the-job training, improve the entrance to Slavic Village, build enhanced noise walls if desired and build enhanced bus shelters.

One mitigation measure presented to the public included providing financial aid to assist in the planning and development of sites previously identified as part of the Urban Agricultural Innovation Zone located in the Kinsman neighborhood. While several individuals indicated general support for all of the mitigation measures, none of the comments expressed strong support for the urban agriculture mitigation measures. Based on the strong preference for other mitigation measures such as workforce development, the project team determined that mitigation funds would be best allocated to the other measures. Therefore, financial aid for development of the Urban Agriculture Innovation Zone was not included as a final mitigation measure.

Another mitigation measure presented to the public included increasing the Disadvantaged Business Enterprise (DBE) goal for the Cleveland Opportunity Corridor construction contract(s). This measure received broad public support. However, ODOT will establish the DBE goal for the construction contract(s) according to its standard policy, which considers the engineer's estimate, scope of work items, project location and DBE contractors available to complete the work. Therefore, increasing the DBE goal to a specific target was not included as a final mitigation measure. However, ODOT will maximize the DBE goal for the construction contract(s) to the greatest extent possible.

5.4 HOW WAS MY COMMENT CONSIDERED AS PART OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT?

All comments received on the DEIS were considered in light of the preferred alternative presented in the DEIS and the public hearing. This FEIS describes several updates to the preferred alternative that were made in direct response to the comments received (see **Section 3.4** on page 3-42). In addition, this FEIS includes enhanced discussion of several features of the preferred alternative that were of particular concern to the individuals, businesses, organizations and agencies who commented on the DEIS. Finally, several commitments included in this FEIS are in direct response to comments received (see **Table A** in the ROD). Copies of the agency comments on the DEIS and detailed responses are included in Appendix A. Detailed responses to the public comments received on the DEIS are included in Appendix B. The original public comments can be found in Appendix D, which is on the CD included with this FEIS.

6 ENVIRONMENTAL COMMITMENTS AND MITIGATION

6.1 WHAT WILL BE DONE TO REDUCE OR MITIGATE THE IMPACTS OF THE PREFERRED ALTERNATIVE?

Table A in the Record of Decision (ROD) describes the steps that will be taken to reduce or mitigate the impacts of the Cleveland Opportunity Corridor project. The environmental commitments and mitigation measures are incorporated by reference into this Final Environmental Impact Statement (FEIS). The Ohio Department of Transportation (ODOT) will make sure that the final plan package includes the necessary engineering drawings, notes and specifications to carry out the environmental commitments outlined in this FEIS.

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APPENDIX A: AGENCY COMMENTS AND COORDINATION

- Appendix A1: Summary of DEIS Agency Comments and Responses
- Appendix A2: Agency DEIS Comments (Original Documents)
- Appendix A3: Participating Agencies
- Appendix A4: Transit

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APPENDIX A1: SUMMARY OF DEIS AGENCY COMMENTS AND RESPONSES



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Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-1	Federal Transit Administration (FTA)	A-1-1	Chapter 2 – Purpose and Need. Include a brief history of the development of the purpose and need, including input and comments from cooperating agencies and the public (23 U.S.C. 139(f)(1)). Relevant sections of Appendix A9: Participating Agency Coordination should be cited, particularly the sections directly related to developing the purpose and need statement.	<p>To date, no public or agency comments have been received regarding the project purpose and need. No cooperating agencies have been identified for this project. Coordination with participating agencies is discussed in Chapter 5 of the DEIS and included in Appendix A-9. Public involvement is also summarized in Chapter 5.</p> <p>In addition, the <i>Opportunity Corridor Public Involvement Summary</i> (January 2013) is included on the accompanying CD and is incorporated by reference into the DEIS. The <i>Public Involvement Summary</i> provides a detailed description of all public comments.</p> <p>A summary of the public comments received and how they were addressed is included in FEIS Chapter 5. Detailed responses to comments are included in FEIS Appendix A and Appendix B.</p>
		A-1-2	Figures 4-11 through 4-19. Clearly identify the points at which the proposed roadway links to public transportation.	Figures 4-1 and 4-2 in the FEIS show existing public transportation within the project area in relation to the proposed boulevard.
		A-1-3	<p>Page 2-6 – How do “goals and objectives” fit into purpose and need?</p> <p>The first sentence in this section may be a source of some confusion during the public comment period and the reviewer recommends revising it. "Objectives" are derived directly from the need statement and, therefore, can be considered needs that must be satisfied by the project. According to 23 U.S.C. § 139(1)(3), a clear statement of identified objectives that the proposed project is intended to achieve for improving transportation conditions is a requirement of the NEPA process.</p>	<p>Chapter 2 of the DEIS is consistent with the methodology utilized by ODOT and FHWA to document purpose and need. Project needs define existing and future conditions and outline outcomes that must be satisfied by the project. Goals and Objectives are optional and discretionary elements of a purpose and need. Goals and objectives arise from planning activities and reflect a community perspective. They are consistent with and follow local plans and aid in developing context sensitive solutions.</p> <p>Because the DEIS documents the project Purpose and Need, including goals and objectives, according to accepted ODOT and FHWA practices, no revisions were made.</p>

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-1	Federal Transit Administration (FTA)	A-1-4	Page 3-1 – What is the purpose of this chapter? This section can provide a clearer statement of purpose with regard to the evaluation of reasonable alternatives. For example, 40 C.F.R. 1502.14 suggests an important function of the discussion is to facilitate a rigorous exploration and objective evaluation of all reasonable alternatives. A subsequent section appears to cover the full range of alternatives considered and alternatives eliminated from further analysis and the reasons for their elimination (see Page 3-4 - What other alternatives were studied but are no longer being considered?).	A detailed description of the alternatives considered, the evaluation factors and rationale for dismissing alternatives or carrying them for further study was included in FEIS Section 3.3. This section also addresses how the public and other stakeholders were involved in the decision-making process.
		A-1-5	Page 3-1 – How were the alternatives developed? The last paragraph on Page 3 - 1 summarizes the basis of the impact analysis of the preferred alternative and states: "The impacts described in this DEIS are based on the amount of land needed to build the new roadway." This summary may be interpreted as limiting and incomplete. For example, environmental impacts may be more related to the geographical location of the project and the location of valued components of the natural and built environment. The reviewer suggests rephrasing this sentence to accurately convey the basis of the impact assessment and to better enable public understanding of the DEIS.	To address this comment, the following sentence was included in Section 3.2 of the FEIS: "The project will create direct impacts from its construction and operation. The direct impacts are described in the DEIS and this FEIS and are based on the amount of land needed to build and operate the new roadway, the location of the new roadway and the location of the natural and human environmental resources. The DEIS also considers potential indirect and cumulative effects."

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-1	Federal Transit Administration (FTA)	A-1-6	<p>Page 3-9 – How will the preferred alternative meet the project goals and objectives? To facilitate public understanding, the goals and objectives derived from the need statement should be used consistently in the DEIS. For example, the objective of supporting redevelopment plans that could increase patronage within the transit system is not included in Chapter 2 (Page 2-6). The reviewer suggests identifying all goals and objectives in Chapter 2 and using them on a consistent basis throughout the evaluation of alternatives and the DEIS, where applicable.</p>	<p>See the response to Comment A-1-3 for a discussion of goals and objectives as they relate to purpose and need. Correlations between goals and objectives on DEIS pages 3-9 and 2-6 are consistent, see below:</p> <ul style="list-style-type: none"> • DEIS Page 2-6: A goal of the project is to provide better connections to [GCRTA] stations. • DEIS Page 3-9: [The project will] improve connectivity among transit facilities such as GCRTA stations. • DEIS Page 2-6: The project should also support planned economic development that will increase the number of GCRTA riders. • DEIS Page 3-9: [The project will] support redevelopment plans that could increase patronage within the transit system. • DEIS Page 2-6: A goal of the project is to support [local] efforts by providing safe bike and pedestrian facilities. This will also provide people that live in the neighborhoods with choices about how to travel. • DEIS Page 3-9: [The project will] provide multiple transportation mode options by including safe bicycle and pedestrian-friendly facilities. • DEIS Page 2-6: Another goal of the project is to improve connections to existing and planned pedestrian and bike paths. • DEIS Page 3-9: [The project will] improve connections to existing and planned multimodal facilities in and near the area. <p>Furthermore, FEIS Sections 3.3 and 3.6 discuss how the goals and objectives for the project were identified, addressed through the alternatives evaluation process and met by the preferred alternative.</p>

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-1	Federal Transit Administration (FTA)	A-1-7	Page 4-23 – How would public transportation be affected? This section suggests the proposed project " ... would increase use of the existing public transportation system over the long-term." To enhance transparency and public understanding of the DEIS, quantitative terms should be used whenever possible to accurately communicate to the public the magnitude of the benefit or risk of the proposed action.	<p>Section 4.6 of the FEIS includes an expanded discussion of how public transportation would be affected by the project. Impacts and benefits are quantified to the greatest extent possible.</p> <p>The FEIS addresses impacts to GCRTA Bus Route 10 and Bus Route 11 – including number of impacted stops and potential re-routing – and commitments to maintain service. It also addresses bus service along the new Opportunity Corridor and the provision of enhanced bus shelters. Finally, the FEIS addresses funding for accessibility and operational improvements to the GCRTA E. 105th Street-Quincy Avenue train station.</p>
A-1	Federal Transit Administration (FTA)	A-1-8	Pages 4-27 and 4-28 – Would low-income and minority populations be affected? "Benefits expected to result from the proposed project. .." are listed on Pages 4-27 and 4-28; however, the extent to which specific items in the list apply to the analysis of Environmental Justice and minority and low-income populations is unclear. For instance, how does the proposed project improve public transportation connections for low-income and minority populations affected by the project? Similarly, the list of proposed mitigation measures beginning on Page 4-28 is unclear about how mitigation will target low-income and minority populations. The reviewer recommends revising the lists of benefits and mitigation measures to reflect specific and quantifiable benefits and mitigation that directly apply to minority and low-income populations affected by the project. The discussion in this section of the DEIS should be framed such that it speaks directly to minority and low-income populations affected by the project. Refer the reader to a graphic showing the locations of EJ populations in the project area, areas of known or potential impact (i.e., relocations, displacements, etc.) and locations of proposed mitigation measures.	<p>The entire project area consists of Environmental Justice populations This is shown on Figure 4-26, page 4-28 and Figure 4-27, page 4-29 of the DEIS. The benefits and mitigation measures listed on pages 4-27 through 4-31 will occur in the project area. Therefore, they will be realized by Environmental Justice populations. Because the discussion in this section is targeted at the immediate project area and the entire project area is occupied by Environmental Justice populations, it speaks directly to minority and low-income populations.</p> <p>Figures 4-10 through 4-19 on pages 4-8 through 4-17 in the DEIS show areas of known impacts such as changes in access, relocations and land acquisition. The figures also show locations of proposed mitigation measures such as pedestrian bridges.</p> <p>The FEIS includes further detail regarding environmental Justice and mitigation measures in Section 4.7. A complete list of the mitigation measures for the project is included in Table A of the Record of Decision (ROD).</p>

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-1	Federal Transit Administration (FTA)	A-1-9	Pages 4-27 and 4-28 – Would low-income and minority populations be affected? On Page 4-28, succinctly explain how the project was found to have a disproportionately high and adverse effect to low-income and minority populations. Refer the reader to the methodology used to assess whether or not there are disproportionate impacts to minority or low-income populations. In general, the impact analyses summarized in Chapter 4 should refer the reader to the specific methodologies used in the evaluation of each resource category (i.e., Environmental Justice, Traffic, Noise, etc.)	<p>Page 4-28 of the DEIS states, “Despite the benefits expected to result from the project, low-income and minority populations will be affected more than other populations. Because of this, the project was found to have a disproportionately high and adverse effect to low-income and minority populations. (Footnote: <i>Because the impacts will affect low-income and minority populations more than others, they are considered disproportionately high and adverse according to Executive Order 12898, which governs federal agencies in how to treat environmental justice issues.</i>)</p> <p>The Opportunity Corridor Environmental Justice Technical Memorandum (April 2013), which is on the CD included with the DEIS and incorporated by referenced states, “Despite [avoidance and minimization] efforts, unavoidable impacts would still occur as a result of the proposed project. These impacts would be predominantly borne by low-income and minority populations; therefore, the Opportunity Corridor project would result in disproportionately negative effects to low-income and minority populations. The <i>Environmental Justice Technical Memorandum</i> also describes specific methodologies used to analyze Environmental Justice impacts. This included assessing eight impact categories with defined quantitative and qualitative evaluation criteria. The impact categories included: displacements, physical aspects, visual environment, land use, economic conditions, mobility and access, provision of public services and safety.</p> <p>The DEIS and the referenced technical reports adequately address Environmental Justice impacts. Therefore, no updates to the findings or the analysis were made in the FEIS.</p>
		A-1-10	Pages 6-3 and 6-4 – Environmental Justice (Environmental Commitments and Mitigation). This section should be updated to reflect agreements and commitments based on comments from the public and participating agencies.	A discussion of the final mitigation measures for the project is provided in FEIS Chapter 6. A complete list of the mitigation measures is included in Table A of the ROD, which is being combined with the FEIS for this project.

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-2	U.S. Army Corps of Engineers (ACOE)		No response received to date.	
A-3	U.S. Department of Housing and Urban Development (HUD)	A-3-1	No comments.	N/A
A-4	U.S. Department of Interior (DOI)	A-4-1	DOI has no comments on the subject project.	N/A
A-5	U.S. Environmental Protection Agency (USEPA)	A-5-1	While Section 5 does a good job of noting all the meetings the ODOT team attended, the section on page 5-8 "What about the project changed because of Agency and Public Involvement?" is minimal and typical of much of the DEIS. The Final EIS (FEIS) should clearly discuss here and elsewhere how the project termini were selected to benefit both the University Circle/ Medical Center area and the five neighborhoods adjacent to the roadway, how the roadway (with limited access at thirteen signaled intersections along the 3.5 miles) connects these adjacent neighborhoods with best efficiency, and similar topics where meeting the purpose and need can be more fully explained.	A detailed description of the alternatives considered, the evaluation factors and rationale for dismissing alternatives or carrying them for further study was included in FEIS Section 3.3. This section also further clarifies how the public and other stakeholders were involved in the decision-making process and how the project changed because of their feedback.

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-5	U.S. Environmental Protection Agency (USEPA)	A-5-2	We also recommend ODOT coordinate further with the Opportunity Corridor Brownfield Area Wide Plan group and local community planners. It is our understanding that this roadway was to not just traverse the corridor neighborhoods, but at some points to more fully enhance access to the areas for economic redevelopment and to improve connectivity of the neighborhoods across this corridor and the adjacent rail corridor. We recommend the FEIS clarify how ODOT will contribute to the ongoing Partnership for Sustainable Communities efforts in the communities traversed by the Opportunity Corridor.	<p>The City's plan for brownfields redevelopment was closely coordinated with the Cleveland Opportunity Corridor Project throughout its development (see FEIS Section 3.7). These coordination efforts included numerous meetings with staff from the City of Cleveland Planning and Economic Development departments, Greater Cleveland Partnership, and the consultants developing the Brownfield Area Wide Plan.</p> <p>Specific outcomes of this coordination included designing the Opportunity Corridor alignment to accommodate planned expansions for Miceli's Dairy and the Orlando Baking Company. Furthermore, brownfield redevelopment efforts have been planned around the Opportunity Corridor alignment.</p> <p>ODOT will continue these coordination efforts into the project's final design. These efforts would assist ODOT in delivering a transportation project that incorporates the most cost-effective solutions that are in the best interests of the community and the environment. ODOT will invite USEPA to future coordination meetings, as appropriate.</p>
A-5	U.S. Environmental Protection Agency (USEPA)	A-5-3	We recommend that ODOT coordinate further with GCRTA, the City of Cleveland, and HUD to consider TOD opportunities that could be specifically linked to this proposed roadway. Clarification should be provided for how this proposal creates linkages to existing transit and what bus and rail transit changes are being made to improve linkages with and across this new roadway.	<p>One aspect of the project's purpose and need is to improve the transportation infrastructure to allow future planned economic development to occur. The Opportunity Corridor project will not solely determine future development, including Transit Oriented Development.</p> <p>FEIS Section 3.6 includes an expanded discussion of how the preferred alternative will improve connectivity to public transit stations and stops. This section also discusses how the alignment of the Opportunity Corridor was strategically designed to maximize future development opportunities in the vicinity of GCRTA's E. 79th Street transit stations. This is also consistent with GCRTA's desire for the proposed boulevard to support the City's plan for redevelopment, which could further encourage use of existing major transit investments in the study area.</p> <p>An expanded discussion of public transportation impacts is also included in FEIS Section 4.6.</p> <p>(continued)</p>

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-5	U.S. Environmental Protection Agency (USEPA)	A-5-3	We recommend that ODOT coordinate further with GCRTA, the City of Cleveland, and HUD to consider TOD opportunities that could be specifically linked to this proposed roadway. Clarification should be provided for how this proposal creates linkages to existing transit and what bus and rail transit changes are being made to improve linkages with and across this new roadway.	<p>(continued)</p> <p>The decision to provide additional transit routes and stops along the Opportunity Corridor roadway will be made by GCRTA based on user demand and in accordance with its service policies once the project is built. The Opportunity Corridor will be designed so that buses can safely use the boulevard if bus service is added.</p> <p>In addition, ODOT will help construct enhanced bus shelters in areas where existing bus lines will cross the new boulevard. Key intersections being considered include Kinsman Road, East 79th Street, Buckeye Road, and Quincy and Cedar avenues. ODOT will work with GCRTA during final design to identify the specific locations and the design of the shelters.</p> <p>Two pedestrian/bike bridges will also be built - one at East 55th Street and one at East 89th Street - to restore connectivity for pedestrians, including those who use public transportation.</p> <p>Finally, ODOT will fund 80-percent (up to \$3.2 million) of a project to improve the existing GCRTA E. 105th Street-Quincy Avenue train station. The improvement project would extend the platform to allow three-car service and construct a new entrance at E. 105th Street. The station improvements would be scheduled to coincide with the construction of the Opportunity Corridor bridge over the GCRTA Red Line to minimize impacts to transit service. However, the project would be independently planned, designed and constructed by GCRTA.</p>

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-5	U.S. Environmental Protection Agency (USEPA)	A-5-4	Further clarification should also be provided on the basis for decisions on the preferred alternative. Several notes indicate some GCRTA stations will require longer access paths.	<p>The text on DEIS page 4-19 describes longer access paths to GCRTA stations. It also includes a reference to DEIS pages 4-28 through 4-30, which discuss mitigation for these impacts. Mitigation includes two pedestrian/bike bridges - one at East 55th Street and one at East 89th Street - to restore connectivity for pedestrians, including those who use public transportation. The selection of the preferred alternative considered the inclusion of mitigation measures to address impacts to transit access and other community considerations.</p> <p>Approximately four bus stops on GCRTA Bus Route 11 and one bus stop on Bus Route 10 would be impacted by the closure of Quincy Avenue. Given the time that will elapse before the project is constructed, it is not possible for GCRTA to identify specific bus route modifications that will be implemented to address the impacts described above. However, all GCRTA service planning and routing is conducted in accordance with its Title VI Program and environmental justice and service change policies.</p> <p>Recently, GCRTA conducted boarding surveys at the stops that will be impacted by the project to determine the origins and destinations of the individuals using the stops. GCRTA is still evaluating the data; however, the preliminary analysis indicates two options to maintain bus service:</p> <ol style="list-style-type: none"> 1. Pick-up the 10 and 11 bus route passengers at the intersection of Woodhill Road/Woodland Avenue. This option could increase walking distances by a maximum of 1,975 feet for some residents who currently use the bus stop located at Quincy Avenue/Woodhill Road roundabout; or 2. Loop the 10 and 11 bus routes and create new stops in the neighborhood east of Woodhill Road. The bus loop(s) would utilize a combination of existing roadways such as Woodhill Road, Mt. Carmel Road, Baldwin Road, E. 110th Street and/or Woodland Avenue. Under this scenario, walking distances would be less for many users. <p>FEIS Section 4.6 includes an expanded discussion of public transportation impacts.</p>

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
		A-5-5	The DEIS is not clear whether the stations are accessible to the Americans with Disabilities Act (ADA) population and what considerations were given to provide them with other points of access along this corridor.	<p>Accessibility of transit stations for the ADA population is the responsibility of GCRTA, which has on-going programs to update their facilities for compliance with governing federal regulations and policies.</p> <p>In conjunction with the Opportunity Corridor project, ODOT will fund 80-percent (up to \$3.2 million) of a project to improve the existing GCRTA E. 105th Street-Quincy Avenue train station. The improvement project would extend the platform to allow three-car service and construct a new entrance at E. 105th Street. The entrance would provide both stair and elevator access to comply with the requirements of the American with Disabilities Act (ADA). The station improvements would be scheduled to coincide with the construction of the Opportunity Corridor bridge over the GCRTA Red Line to minimize impacts to transit service. However, the project would be independently planned, designed and constructed by GCRTA.</p> <p>Finally, in keeping with current design standards, the intersections, sidewalk and multi-purpose path will be designed in accordance with ADA requirements. No additional information regarding ADA accessibility is included in the FEIS.</p>
		A-5-6	We recommend the FEIS more fully discuss how each intersection provides and facilitates all modes of traffic accessing the surrounding neighborhoods.	Section 4.4 of the FEIS includes an enhanced discussion of bicycle and pedestrian impacts. Features addressed include the use of median refuges, curve return radii, lane widths, the total number of lanes, the spacing of intersections and block lengths, street closures and mobility impacts associated with noise and retaining walls.

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-5	U.S. Environmental Protection Agency (USEPA)	A-5-7	<p>ODOT should coordinate further with NEORSRD to develop additional facilities to capture stormwater run-off from the proposed roadway and integrate those plans into broader strategies to manage stormwater consistent with the EPA-NEORSRD decree and plans for area redevelopment. This may even include creating conveyance to retention facilities removed from the roadway project site, such as available brownfield sites. We recommend ODOT coordinate with NEORSRD efforts and funding to target this Opportunity Corridor redevelopment area to use the latest stormwater strategies including NEORSRD's Green Infrastructure Plan concepts.</p>	<p>The FEIS includes the following commitment, "Coordination with OEPA and the Northeast Ohio Sewer District (NEORSRD) will continue during final design." Specific details of the coordination will be determined during final design and were not included in the FEIS.</p> <p>The stormwater management for the Cleveland Opportunity Corridor Project has been closely coordinated with the NEORSRD throughout its development. These coordination efforts have included numerous meetings and have addressed NEORSRD's Green Infrastructure Plan, the USEPA Consent Decree and stormwater management within both the project area and the larger service area for NEORSRD.</p> <p>ODOT will continue these coordination efforts into the project's final design. These efforts would assist ODOT in delivering a transportation project that incorporates the most cost-effective solutions that are in the best interests of the community and the environment. ODOT will invite USEPA to future coordination meetings, as appropriate.</p> <p>The <i>Opportunity Corridor Stormwater Summary</i> (December 2012) also addresses water quality. This report is on the CD included with the DEIS and incorporated into both the DEIS and FEIS by reference.</p>
		A-5-8	<p>In light of the revised conformity regulations, we recommend ODOT contact our new Transportation Conformity manager for Ohio, Anthony Maietta, at 312-353-8777, to update and confirm understandings regarding air conformity for this project and to discuss the construction emissions management techniques to be used. We recommend that anti-idling measures and clean diesel strategies be adopted during construction.</p> <p>Mitigation measures, including but not limited to tree buffers along the proposed corridor, frontage roads, and new or increased capacity on adjacent roads, should be identified in the FEIS. Any mitigation measures should be coordinated with the affected community and committed to in the record of decision (ROD).</p>	<p>Substantial air quality impacts are not anticipated to result from the project. Specifically, the project will not contribute to any violation of the National Ambient Air Quality Standards. All project-level air quality analyses and conclusions were coordinated with Ohio EPA, who concurred with the conclusions. The USEPA also concurred that the Opportunity Corridor project was not a project of air quality concern and has met the statutory requirements of the Clean Air Act in October 2010.</p> <p>In response to this comment, the following commitment has been included in the FEIS, "The contractor will be required to follow local City of Cleveland ordinances for vehicle idling and all current U.S. Environmental Protection Agency (EPA) air quality regulations." A complete list of the mitigation measures is included in Table A of the ROD, which is being combined with the FEIS for this project.</p>

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-5	U.S. Environmental Protection Agency (USEPA)	A-5-9	The FEIS should identify how the community has been and will be included in the decision-making process. Any commitments made to the community during the development of context-sensitive solutions (CSS) should be documented in the FEIS and committed to in the ROD.	<p>A detailed description of the alternatives considered, the evaluation factors and rationale for dismissing alternatives or carrying them for further study was included in FEIS Section 3.3. This section also further clarifies how the community was involved through the CSS process and how the project changed because of public feedback.</p> <p>Several features have been included in the project to minimize impacts and improve the look of the study area. These features include mast-arm traffic signal supports; combined street and pedestrian lighting; grass tree lawns (parkways); street trees; grassy roadway median with stormwater treatment measures; retaining walls and bridge abutments with form-liner surfaces and colored surface sealer; and designated locations for streetscape amenities such as benches, trash receptacles and bike racks.”</p> <p>Because these features are already incorporated into the design of the preferred alternative, separate commitments were not developed. If the scope of the project changes during final design, the NEPA decision will be re-visited.</p> <p>The FEIS also includes the following commitment: “Public involvement will continue during final design to determine locations and details of community-focused design features. The public will also give input on details to improve the look of the study area such as colored concrete and form liners. This input will be sought through and in coordination with the affected Community Development Corporations (CDCs).” See Table A of the ROD.</p>

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-5	U.S. Environmental Protection Agency (USEPA)	A-5-10	The FEIS should identify which, if any, rail transit stations or bus routes will be eliminated, re-located, or added along the project corridor. If any routes will be temporarily or permanently eliminated or re-located, the FEIS should identify how residents who depend on these routes will be accommodated.	<p>Four stops on GCRTA Bus Route 11 and one stop on Bus Route 10 would be impacted by closing Quincy Avenue. GCRTA will modify bus routes as necessary to maintain access for the transit dependent public housing populations located east of Woodhill Road and north of Woodland Avenue. All modifications to existing public transportation services will be made in accordance with GCRTA's Title VI Program.</p> <p>In addition, ODOT will fund 80-percent (up to \$3.2 million) of a project to extend the platform at and construct a new entrance to the GCRTA E. 105th Street-Quincy Avenue train station.</p> <p>These commitments are documented in Section 4.6 of the FEIS and Table A of the ROD.</p> <p>In a letter dated Feb. 14, 2014, GCRTA expressed their support of the closure of Quincy Avenue and the funding of the improvements to the E. 105th Street-Quincy Avenue train station. The letter also documented a commitment to modify bus routes as necessary to maintain transit access following the Quincy Avenue closure.</p>
		A-5-11	EPA encourages consideration of additional transit options for this community, including additional bus routes and stops. This is an excellent opportunity to not only improve personal vehicle-based mobility but also access to public transit in the area. The FEIS should disclose whether local and/or express bus service will use the Opportunity Corridor roadway.	<p>The decision to provide additional transit routes and stops along the Opportunity Corridor roadway will be made by GCRTA based on user demand once the project is built.</p> <p>The Opportunity Corridor will be designed so that buses can safely use the boulevard if bus service is added. This includes providing intersections that are wide enough so buses can turn without the rear wheels hopping over the curb and onto the sidewalks where pedestrians may be located.</p> <p>In addition to funding accessibility and operational improvements to the GCRTA E. 105th Street-Quincy Avenue train station (see response to Comment No. A-5-5), ODOT will help construct enhanced bus shelters in areas where the existing bus lines will cross the new boulevard. Key intersections being considered include Kinsman Road, East 79th Street, Buckeye Road, and Quincy and Cedar avenues. ODOT will work with GCRTA during final design to identify the specific locations and the design of the shelters. See FEIS Section 4.6.</p>

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-5	U.S. Environmental Protection Agency (USEPA)	A-5-12	The FEIS should clarify how mobility will be preserved or increased for the neighborhoods where streets will be blocked off.	<p>The preferred alternative would include closures on some local roads and access points. These closures will affect vehicular traffic only. The majority of the roadways that will be closed are low-volume residential streets that are short in length and do not primarily serve through-traffic movements.</p> <p>The FEIS includes commitments to address the impacts related to street closures. These include extending sidewalks to maintain pedestrian connections; building two bike/pedestrian bridges; helping to create a new entrance to the St. Hyacinth neighborhood; maintaining access to/from East 89th Street via Frederick Avenue and East 86th Street and maintaining access for bicycles, pedestrians and emergency service providers at Quincy Avenue.</p> <p>An expanded discussion of the effects of street closures is included in Section 4.5 of the FEIS.</p>
		A-5-13	The FEIS should identify specific strategies through which surrounding communities will benefit from increased employment opportunities. This includes, but is not limited to targeted recruitment via local high schools and community organizations, training in the communities, and job placement goals. The FEIS and ROD should commit to specific measures with respect to hiring and training.	<p>ODOT will contribute, at a minimum, \$500,000 to be utilized for on-the-job training. Federal-aid transportation funds will not be utilized for this mitigation measure.</p> <p>This mitigation measure would target training opportunities for individuals in the immediate vicinity of the project. These could include, but would not be limited to, jobs related to the Opportunity Corridor construction contract(s). By targeting a diverse range of training opportunities, the program will maximize benefits to the impacted communities. For instance, long term benefits would be maximized if individuals who are trained can find permanent jobs.</p> <p>FEIS Section 4.7 includes a discussion of on-the-job training.</p>

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-5	U.S. Environmental Protection Agency (USEPA)	A-5-14	EPA recommends all necessary noise buffers be installed to reduce noise impacts or present other options to the community that will bring similar results such as vegetated buffers or other alternative materials. If noise walls are pursued, the project team identifies how the noise walls could be designed to fit seamlessly with the existing environment consistent with CSS principles. The FEIS/ROD should commit to these proposals.	<p>The FEIS includes the following commitment, "Noise walls are recommended in three areas to mitigate increased traffic noise. The final decision about whether to build the noise walls will not be made until the project is in its final design stage.</p> <p>In accordance with its noise policy, ODOT will gather input from residents and property owners who would be affected by the noise walls. ODOT will decide whether to build the noise walls based on the desires of the affected people. If noise walls are desired, the people who are affected will help decide how the walls will look on their side of the wall. This could include using transparent materials to increase visibility, as well as other alternative materials to improve the look of the barriers."</p> <p>Specific details of coordination related to noise barriers elements will be determined during final design and in accordance with ODOT's noise policy and are not included in the FEIS.</p>
		A-5-15	The FEIS should expand on the comparable housing options that will be available to the families that must relocate, consistent with the Federal relocation policies. The FEIS and ROD should explain how the project will provide for adequate housing for all affected households, including access to transit. We commend the proposed flexibility in citizen relocation sites in various neighborhood selections; but, Table ES-1 should reflect this relocation flexibility.	<p>The following reports are on the CD included with the DEIS and incorporated by reference into both the DEIS and FEIS:</p> <ul style="list-style-type: none"> • <i>Opportunity Corridor Relocation Assistance Program (RAP) Survey</i> (September 2012) • <i>Opportunity Corridor Environmental Justice Technical Memorandum</i> (April 2013) <p>Based on these reports, there are feasible relocation sites for displaced residents available within a five mile radius of the project area. The displacement of existing residences could change access and transportation choices for populations that are heavily dependent upon transit services.</p> <p>However, because appropriate replacement housing exists on the open market, affected residents could be relocated within a five mile radius of their current locations and existing community services, if they so choose.</p> <p>(continued)</p>

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-5	U.S. Environmental Protection Agency (USEPA)	A-5-15	The FEIS should expand on the comparable housing options that will be available to the families that must relocate, consistent with the Federal relocation policies. The FEIS and ROD should explain how the project will provide for adequate housing for all affected households, including access to transit. We commend the proposed flexibility in citizen relocation sites in various neighborhood selections; but, Table ES-1 should reflect this relocation flexibility.	<p>(continued)</p> <p>Relocation within existing financial means is a concern for some residents. Several options exist to address these concerns, including Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), "housing of last resort," ODOT's Rental Assistance Entitlement program, and a temporary negative equity waiver issued by the U.S. Department of Transportation. The programs listed above will be used by ODOT on a case-by-case basis to assure that relocations would not be a financial hardship to affected owners and tenants. If the USDOT negative equity waiver expires during the course of the Cleveland Opportunity Corridor project, ODOT will continue to offer these benefits through the conclusion of the project. An expanded discussion of the relocation process is included in FEIS Section 4.3.</p> <p>In addition, for relocations, ODOT will work to provide replacement housing that has similar access to public transit, as long as those options are currently available in the housing market. Also, ODOT will make all reasonable efforts to relocate residents within the same neighborhood, if that is what they desire. This will mitigate potential impacts to community cohesion. This commitment is documented in Section 4.7 of the FEIS and in Table A of the ROD.</p>
			We recommend ODOT seek to develop Community Benefit Agreements with each of the five neighborhood communities. These agreements and specific enhancements that are discussed in the DEIS as possibilities should be explicit commitments in the FEIS and ROD.	The project was developed in conjunction with a wide variety of stakeholders. The five neighborhoods were members of the project Steering Committee and were closely involved in the decision-making process. The design elements and mitigation measures incorporated into the preferred alternative were developed through consensus among the stakeholders. Coordination with the project stakeholders will continue in similar fashion during the final design, building consensus on key design and mitigation elements. Additionally, the commitments made during the NEPA process are legally binding. Therefore, Community Benefit Agreements are not required.

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-5	U.S. Environmental Protection Agency (USEPA)	A-5-17	EPA commends the inclusion of Table ES-1 as an Environmental Resources, Impacts and Mitigation Summary. However the DEIS describes many project plans that could mitigate impacts, but is unclear whether these elements are commitments. All mitigation measures should be explicitly committed to and summarized in the text and charts in the FEIS and ROD.	<p>A complete listing of environmental commitments and mitigation, including those made in response to public and agency comment, are documented in Table A of ROD.</p> <p>Features that are already incorporated into the design of the preferred alternative, as described in the DEIS and the FEIS, are considered part of the NEPA decision. Therefore, separate commitments were not developed. If the scope of the project changes during final design, the NEPA decision will be re-visited.</p>
A-6	U.S. Federal Railroad Administration (FRA)	A-6-1	The Federal Railroad Administration has no comments.	N/A
A-7	U.S. Fish and Wildlife Service (USFWS)		<i>No response received to date.</i>	
A-8	Ohio Department of Natural Resources	A-8-1	The project is within the range of the Indiana bat (<i>Myotis sodalis</i>), a state and federally endangered species. If suitable habitat occurs on the project area and trees must be cut, cutting must occur between October 1 and March 31. If suitable trees must be cut during the summer months, a net survey must be conducted between June 15 and July 31, prior to cutting. If no tree removal is proposed, the project is not likely to impact this species.	<p>The FEIS includes the following, "Based on recent coordination with Ohio Department of Natural Resources (ODNR), the project is within the range of several state and federally endangered species, including the Indiana bat, piping plover, Kirtland's warbler, Canada darter, black bear and king rail. However, the project is not likely to impact these species. If trees with suitable habitat for the Indiana bat must be cut, cutting must occur between October 1 and March 31. If the trees must be cut during the summer months, a net survey must be completed between June 15 and July 31, before the cutting."</p> <p>This commitment is described in Section 4.8 of the FEIS and Table A of the ROD.</p>
		A-8-2	The project is within the range of the piping plover (<i>Charadrius melodus</i>), a state and federally endangered bird species, and the Kirtland's warbler (<i>Setophaga kirtlandii</i>), a state and federally endangered species. These species do not nest in the state but only utilize stopover habitat as they migrate through the region. Therefore, the project is not likely to impact these species.	See the response to Comment A-8-1.

Summary of DEIS Agency Comments and Responses

ID	AFFILIATION	NO.	COMMENT	RESPONSE
A-8	Ohio Department of Natural Resources	A-8-3	The project is within the range of the Canada darner (<i>Aeshna canadensis</i>), a state endangered dragonfly. Due to the location and the type of habitat being affected, this project is not likely to impact this species.	See the response to Comment A-8-1.
		A-8-4	The project is within the range of the black bear (<i>Ursus americanus</i>), a state endangered species. Due to the mobility of this species, the project is not likely to impact this species.	See the response to Comment A-8-1.
		A-8-5	The project is within the range of the king rail (<i>Rallus elegans</i>), a state endangered bird. Nests for this species are deep bowls constructed out of grass and usually hidden very well in marsh vegetation. Due to the location and the type of habitat being affected, this project is not likely to impact this species.	See the response to Comment A-8-1.

APPENDIX A2: AGENCY DEIS COMMENTS (ORIGINAL DOCUMENTS)



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U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

September 12, 2013

Mrs. Naureen Dar, PE
Transportation Engineer
Federal Highway Administration – Ohio Division
200 North High Street, RM 328
Columbus, OH 43215

RECEIVED FHWA
SEP 23 13
OHIO DIVISION

RE: FTA Review of FHWA / ODOT Opportunity Corridor Draft Environmental Impact Statement, Cleveland,

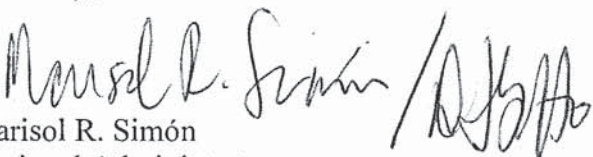
Dear Mrs. Dar:

The Federal Transit Administration (FTA) has completed a review of the Draft Environmental Impact Statement (DEIS) for the Opportunity Corridor project in Cleveland, Ohio. On September 6, 2013, FTA received the DEIS from the Ohio Department of Transportation (ODOT) on behalf of the Federal Highway Administration (FHWA; federal lead agency).

In a letter dated February 5, 2013, FTA accepted an invitation from FHWA to be a Participating Agency in the environmental review process for the Opportunity Corridor project, pursuant to Section 1305 of MAP-21 (Public Law 112-141, 7/6/2012). FTA's interest in this project stems from potential impacts to transit-related facilities and projects funded by FTA in Cleveland, Ohio.

Please find enclosed our review comments on the DEIS, along with a brief explanation of the scope of FTA's review. If FTA can provide any assistance or additional information that would aid in your evaluation of the DEIS, please feel free to contact Steve Clark, Environmental Specialist, at 312-353-2871. Thank you for the opportunity to serve as a Participating Agency on the Opportunity Corridor project.

Sincerely,


Marisol R. Simón
Regional Administrator

ecc: Steve Clark, FTA
Susan Weber, FTA

Enclosure (1)

CLEVELAND OPPORTUNITY CORRIDOR PROJECT
Draft Environmental Impact Statement (August 2013)
Review Comments
FTA Region V
September 12, 2013

For its part as a Participating Agency in the review of the DEIS, the Federal Transit Administration (FTA) has focused its review on project elements and impacts related to public transportation, including the following GCRTA facilities:

- E. 55th Street / I-490 rail station and electrical substation
- E. 79th Street rail station
- E. 105th / Quincy rail station

FTA also reviewed Chapter 2 – Purpose and Need, Chapter 3 – Alternatives, and parts of Chapter 4 – Environmental Resources and Impacts (i.e., Page 4-23 – HOW WOULD PUBLIC TRANSPORTATION BE AFFECTED? and Pages 4-27 through 4-31 – WOULD LOW-INCOME AND MINORITY POPULATIONS BE AFFECTED?).

General Comments

Chapter 2 - Purpose and Need. The Purpose and Need provides clear statements of the purpose of the project (why the action is being proposed) and need of the project, along with clear statements of identified objectives that the proposed project is intended to achieve for improving transportation conditions. This chapter should include a brief history of the development of the purpose and need, including input and comments from cooperating agencies and the public (23 U.S.C. 139(f)(1)). Relevant sections of Appendix A9: Participating Agency Coordination should be cited, particularly the sections directly related to developing the purpose-and-need statement.

Figures 4-11 through 4-19. To support the stated project goal to improve public transportation connections and to enhance public understanding, clearly identify the points at which the proposed roadway links to public transportation. For instance, the location of the East 79th Street rapid transit station is not shown on Figure 4-13 (Page 4-11).

Specific Comments

1. Page 2-6 – HOW DO “GOALS AND OBJECTIVES” FIT INTO PURPOSE AND NEED?

The first sentence in this section may be a source of some confusion during the public comment period and the reviewer recommends revising it. “Objectives” are derived directly from the need statement and, therefore, can be considered needs that must be satisfied by the project. According to 23 U.S.C. § 139(f)(3), a clear statement of identified objectives that the proposed project is intended to achieve for improving transportation conditions is a requirement of the NEPA process.

2. Page 3-1 – WHAT IS THE PURPOSE OF THIS CHAPTER?

This section can provide a clearer statement of purpose with regard to the evaluation of reasonable alternatives. For example, 40 C.F.R. 1502.14 suggests an important function of the discussion is to facilitate a rigorous exploration and objective evaluation of all reasonable alternatives. A subsequent

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section appears to cover the full range of alternatives considered and alternatives eliminated from further analysis and the reasons for their elimination (see Page 3-4 - WHAT OTHER ALTERNATIVES WERE STUDIED BUT ARE NO LONGER BEING CONSIDERED?).

3. **Page 3-1 – HOW WERE THE ALTERNATIVES DEVELOPED?**

The last paragraph on Page 3 -1 summarizes the basis of the impact analysis of the preferred alternative and states: “The impacts described in this DEIS are based on the amount of land needed to build the new roadway.” This summary may be interpreted as limiting and incomplete. For example, environmental impacts may be more related to the geographical location of the project and the location of valued components of the natural and built environment. The reviewer suggests rephrasing this sentence to accurately convey the basis of the impact assessment and to better enable public understanding of the DEIS.

4. **Page 3-9 – HOW WILL THE PREFERRED ALTERNATIVE MEET THE PROJECT GOALS AND OBJECTIVES?**

To facilitate public understanding, the goals and objectives derived from the need statement should be used consistently in the DEIS. For example, the objective of supporting redevelopment plans that could increase patronage within the transit system is not included in Chapter 2 (Page 2-6). The reviewer suggests identifying all goals and objectives in Chapter 2 and using them on a consistent basis throughout the evaluation of alternatives and the DEIS, where applicable.

5. **Page 4-23 – HOW WOULD PUBLIC TRANSPORTATION BE AFFECTED?**

This section suggests the proposed project “...would increase use of the existing public transportation system over the long-term.” To enhance transparency and public understanding of the DEIS, quantitative terms should be used whenever possible to accurately communicate to the public the magnitude of the benefit or risk of the proposed action.

6. **Pages 4-27 and 4-28 - WOULD LOW-INCOME AND MINORITY POPULATIONS BE AFFECTED?**

“Benefits expected to result from the proposed project...” are listed on Pages 4-27 and 4-28; however, the extent to which specific items in the list apply to the analysis of Environmental Justice and minority and low-income populations is unclear. For instance, how does the proposed project improve public transportation connections for low-income and minority populations affected by the project? Similarly, the list of proposed mitigation measures beginning on Page 4-28 is unclear about how mitigation will target low-income and minority populations. The reviewer recommends revising the lists of benefits and mitigation measures to reflect specific and quantifiable benefits and mitigation that directly apply to minority and low-income populations affected by the project. The discussion in this section of the DEIS should be framed such that it speaks directly to minority and low-income populations affected by the project. Refer the reader to a graphic showing the locations of EJ populations in the project area, areas of known or potential impact (i.e., relocations, displacements, etc.) and locations of proposed mitigation measures.

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On Page 4-28, succinctly explain how the project was found to have a disproportionately high and adverse effect to low-income and minority populations. Refer the reader to the methodology used to assess whether or not there are disproportionate impacts to minority or low-income populations. In general, the impact analyses summarized in Chapter 4 should refer the reader to the specific methodologies used in the evaluation of each resource category (i.e., Environmental Justice, Traffic, Noise, etc.)

7. Pages 6-3 and 6-4 - Environmental Justice (ENVIRONMENTAL COMMITMENTS *and* MITIGATION)

This section should be updated to reflect agreements and commitments based on comments from the public and participating agencies. Refer to specific comment 6 regarding the EJ analysis and proposed mitigation measures.

Comment ID A-2

No comments were received from the U.S. Army Corps of Engineers.

From: Hoffman, Larry <Larry.Hoffman@dot.state.oh.us>
Sent: Thursday, November 21, 2013 3:39 PM
To: Jodi Heflin
Subject: FW: RE:Opportunity Corridor DEIS - Comments

From: naureen.dar@dot.gov [<mailto:naureen.dar@dot.gov>]
Sent: Thursday, November 14, 2013 10:59 AM
To: MWAHL@HNTB.com; Benesh, Gary
Cc: Hoffman, Larry; Oesterling, Leigh
Subject: FW: RE:Opportunity Corridor DEIS - Comments

FYI

Naureen I.Dar, P.E. - Phone: (614) 280-6846

From: Carlson, Ross [<mailto:ross.carlson@hud.gov>]
Sent: Thursday, November 14, 2013 10:21 AM
To: Dar, Naureen (FHWA)
Subject: RE: RE:Opportunity Corridor DEIS - Comments

No comments.

From: naureen.dar@dot.gov [<mailto:naureen.dar@dot.gov>]
Sent: Tuesday, November 12, 2013 8:43 AM
To: Mark.Assam@dot.gov; westlake.kenneth@epa.gov; Carlson, Ross; andrea.martin@dot.gov; david_sire@ios.doi.gov
Cc: Larry.Hoffman@dot.state.oh.us; Gary.Benesh@dot.state.oh.us; MWAHL@HNTB.com; Leigh.Oesterling@dot.gov; Andy.Blalock@dot.gov
Subject: RE:Opportunity Corridor DEIS - Comments

All,

If you have any comments on the DEIS for the referenced project please respond by Friday 11/15/2013. Please note that even if you do not have any comments please respond with "no comments".

Thank you,

Naureen

Naureen Dar, P.E.
FHWA - Ohio Division
200 North High Street, Rm. 328
Columbus, OH 43215-2408
Phone: (614) 280-6846
Fax: (614) 280-6876



IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904



October 29, 2013

9043.1
ER 13/0603

Amanda Lee
ODOT District 12 Public Information Officer
5500 Transportation Blvd.
Garfield Heights, OH 44125

Dear Ms. Lee:

The U. S. Department of the Interior (Department) has no comment on the Draft Environmental Impact Statement for the Proposed Opportunity Corridor Project located in Cleveland, Cuyahoga County, Ohio.

Thank you for the opportunity for comment.

Sincerely,

Lindy Nelson
Regional Environmental Officer



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

NOV 14 2013

REPLY TO THE ATTENTION OF:
E-193

Noel F. Mehlo Jr.,
Environmental Program Manager
Federal Highway Administration
Ohio Division
200 North High Street, Room 328
Columbus, Ohio 43215-2408

**Re: EPA Comments on the Draft Environmental Impact Statement (CEQ # 20130270)
Cleveland Opportunity Corridor Project in Cuyahoga County, Ohio**

Dear Mr. Mehlo:

In accordance with Section 309 of the Clean Air Act and the National Environmental Policy Act (NEPA), the U.S. Environmental Protection Agency (EPA) reviewed the Draft Environmental Impact Statement (DEIS) for the proposed Cleveland Opportunity Corridor Project in Cuyahoga County, Ohio. This project is a new roadway, extending from the intersection of Interstate 77, and Interstate 490, and 55th Street northeast to the University Circle/ Medical Center area at Chester Avenue and 105th Street. The University Circle/ Medical Center area is a major employment center, with Case Western Reserve University, medical complexes, and cultural institutions. Most of this east side of Cleveland between the two termini was densely populated and highly industrialized decades ago, but has been largely abandoned, leaving only a skeleton of infrastructure. This proposed roadway is part of a wider effort to revitalize the Opportunity Corridor and surrounding areas and facilitate ongoing development of the University Circle and Medical Center area.

EPA, the U.S. Department of Housing and Urban Development (HUD), and the Federal Highway Administration (FHWA) participated in a Cleveland Opportunity Corridor Brownfields Area Wide Plan that anticipated this roadway proposal. There has been some coordination between these developments. EPA, the Department of Justice (DOJ), and the State of Ohio have a comprehensive Clean Water Act settlement with the Northeast Ohio Regional Sewer District (NEORS) that will address the flow of untreated sewage and combined sewer overflows (CSO) into Cleveland area waterways and Lake Erie. The work the Ohio Department of Transportation (ODOT) is proposing here should be coordinated with NEORS, so that the required remedial control measures defined in the settlement are not negatively impacted. Further, the proposed project is in an area of Cleveland that is in nonattainment for air quality for the 8- hour Ozone standard and Particulate Matter of 2.5 microns and smaller, and is in maintenance status for Sulfur dioxide (SO₂), Lead (Pb), Particulate Matter of 10 microns, and the 1- hour Ozone standard. The DEIS clearly describes the corridor area as a series of communities with environmental justice concerns (EJ).

ODOT has written this DEIS in a new question-and-answer format, supplemented with analysis and data in appendices. We commend this approach as a means to effectively inform the public. However, the document would benefit from more technical information in the body of the EIS. Our comments below are provided under the NEPA headings of Purpose and Need, Alternatives, Environmental Impacts with environmental subheadings, and Mitigation for Impacts.

Based on the provided materials, we have assigned a rating of **Environmental Concerns – Insufficient Information (EC-2)**. A summary of our ratings definitions is enclosed.

PURPOSE AND NEED

The Cleveland Opportunity Corridor Project purpose (page 2-5) is "to provide a transportation system that supports planned economic development. To achieve this, the Opportunity Corridor must improve mobility, connectivity and access in the area between I-77 and University Circle." The DEIS focuses primarily on providing ready access from I-77/I-490 to the University Circle/Medical Center area. The DEIS does not describe the efforts ODOT made to address local concerns, or measures ODOT has taken to integrate this project into the redevelopment efforts mentioned above. Further, the DEIS does not clearly describe how the project will benefit the intervening neighborhoods.

Recommendation: While Section 5 does a good job of noting all the meetings the ODOT team attended, the section on page 5-8 "What about the project changed because of Agency and Public Involvement?" is minimal and typical of much of the DEIS. The Final EIS (FEIS) should clearly discuss here and elsewhere how the project termini were selected to benefit both the University Circle/ Medical Center area and the five neighborhoods adjacent to the roadway, how the roadway (with limited access at thirteen signaled intersections along the 3.5 miles) connects these adjacent neighborhoods with best efficiency, and similar topics where meeting the purpose and need can be more fully explained.

We also recommend ODOT coordinate further with the Opportunity Corridor Brownfield Area Wide Plan group and local community planners. It is our understanding that this roadway was to not just traverse the corridor neighborhoods, but at some points to more fully enhance access to the areas for economic redevelopment and to improve connectivity of the neighborhoods across this corridor and the adjacent rail corridor. We recommend the FEIS clarify how ODOT will contribute to the ongoing Partnership for Sustainable Communities efforts in the communities traversed by the Opportunity Corridor.

ALTERNATIVES

The DEIS lacks a robust description of the alternatives considered, what their benefits and drawbacks were, and why options were retained or dropped. While the DEIS mentions coordinating with the Greater Cleveland Regional Transit Authority (GCRTA), there is no discussion of what was coordinated nor how the Opportunity Corridor project will provide linkages to transit or Transportation Oriented Development (TOD) in relation to bus routes, rail

stations, and their parking facilities. Two pedestrian bridges are proposed. However, could additional measures be adopted to enhance bicycle and pedestrian use of existing street crossings? Could other new connections improve connectivity of these modes?

Are the thirteen intersections optimally designed to facilitate traffic getting from the new roadway into the Forgotten Triangle redevelopment (the area within Woodward Avenue, Woodhill Road and Kinsmann Road) or across the rail / GCRTA trench and up to the communities north of this divide? The DEIS (pages 4-18 to 4-25) provides little indication of such connectivity enhancement. Instead the DEIS mostly reflects limitations to cross-corridor-connectivity.

Recommendation: We recommend that ODOT coordinate further with GCRTA, the City of Cleveland, and HUD to consider TOD opportunities that could be specifically linked to this proposed roadway. Clarification should be provided for how this proposal creates linkages to existing transit and what bus and rail transit changes are being made to improve linkages with and across this new roadway. Further clarification should also be provided on the basis for decisions on the preferred alternative. Several notes indicate some GCRTA stations will require longer access paths. The DEIS is not clear whether the stations are accessible to the Americans with Disabilities Act (ADA) population and what considerations were given to provide them with other points of access along this corridor.

We recommend the FEIS more fully discuss how each intersection provides and facilitates all modes of traffic accessing the surrounding neighborhoods.

ENVIRONMENTAL IMPACTS

WATER RESOURCES

Although this proposal will not directly cross or impact water features, it does lie within the Kingsbury Run watershed. Future redevelopments will have to meet their site requirements regarding stormwater management. The ODOT proposed creation of a reservoir is planned to handle routine storms, but is not sized to handle major storms. These conditions mean the planning for flooding conditions is insufficient to handle the necessary water load and so combined sewer overflows (CSO) will still occur. As noted above, there is a settlement agreement with NEORS D to avoid such occurrences. We estimate that the current proposal does not provide adequate stormwater management capacity.

Recommendation: ODOT should coordinate further with NEORS D to develop additional facilities to capture stormwater run-off from the proposed roadway and integrate those plans into broader strategies to manage stormwater consistent with the EPA-NEORS D decree and plans for area redevelopment. This may even include creating conveyance to retention facilities removed from the roadway project site, such as available brownfield sites. We recommend ODOT coordinate with NEORS D efforts and funding to target this Opportunity Corridor

redevelopment area to use the latest stormwater strategies including NEORSD's Green Infrastructure Plan concepts.

AIR QUALITY IMPACTS

EPA amended our Conformity regulations effective December 2012. Prior to that date, EPA had determined that the project conformed to the Ohio State Implementation Plan. We note that air quality during construction will be minimized by dust control measures and following the ODOT CMS (Construction Manual Standards).

Recommendation: In light of the revised conformity regulations, we recommend ODOT contact our new Transportation Conformity manager for Ohio, Anthony Maietta, at 312-353-8777, to update and confirm understandings regarding air conformity for this project and to discuss the construction emissions management techniques to be used. We recommend that anti-idling measures and clean diesel strategies be adopted during construction.

Increased localized air pollution is a concern with increased truck traffic along the Opportunity Corridor.

Recommendation: Mitigation measures, including but not limited to tree buffers along the proposed corridor, frontage roads, and new or increased capacity on adjacent roads, should be identified in the FEIS. Any mitigation measures should be coordinated with the affected community and committed to in the record of decision (ROD).

ENVIRONMENTAL JUSTICE

Visual The Draft EIS states, "Visual elements such as landscaping and lighting would continue to be coordinated with the project stakeholders" (page 4-26).

Recommendation: The FEIS should identify how the community has been and will be included in the decision-making process. Any commitments made to the community during the development of context-sensitive solutions (CSS) should be documented in the FEIS and committed to in the ROD.

Access to transit The FEIS should explain how the adjacent communities will be able to access transit systems, since those communities are highly dependent on public transportation. Which, if any, rail transit or bus stops and routes will be relocated, added, or eliminated? This project is an opportunity to increase public transit access, not decrease it. Bus re-routing should be done to benefit the surrounding predominately low-income and minority populations.

Recommendation: The FEIS should identify which, if any, rail transit stations or bus routes will be eliminated, re-located, or added along the project corridor. If any routes will be temporarily or permanently eliminated or re-located, the FEIS should identify how residents who depend on these routes will be accommodated. EPA

encourages consideration of additional transit options for this community, including additional bus routes and stops. This is an excellent opportunity to not only improve personal vehicle-based mobility but also access to public transit in the area. The FEIS should disclose whether local and/or express bus service will use the Opportunity Corridor roadway.

Mobility The DEIS states there will be increased mobility and local access for all transportation users (page 4-27). This statement is unclear, as several streets and potential access points will be blocked off by the proposed project, reducing cross-corridor mobility in some locations between the local neighborhoods and the corridor.

Recommendation: The FEIS should clarify how mobility will be preserved or increased for the neighborhoods where streets will be blocked off.

Employment In order for low-income and minority communities to benefit from increased employment opportunities, as listed in the DEIS, several targeted measures will need to be in place. For the potential for increased local employment opportunities, consider using targeted recruitment, training residents from the surrounding communities as well as job placement goals (page 4-27). The DEIS describes possible approaches to hiring and training, but does not commit to them.

Recommendation: The FEIS should identify specific strategies through which surrounding communities will benefit from increased employment opportunities. This includes, but is not limited to targeted recruitment via local high schools and community organizations, training in the communities, and job placement goals. The FEIS and ROD should commit to specific measures with respect to hiring and training.

Noise The noise impacts on the surrounding communities could be considerable with the large increase in truck traffic.

Recommendation: EPA recommends all necessary noise buffers be installed to reduce noise impacts or present other options to the community that will bring similar results such as vegetated buffers or other alternative materials. If noise walls are pursued, the project team identifies how the noise walls could be designed to fit seamlessly with the existing environment consistent with CSS principles. The FEIS/ROD should commit to these proposals.

Housing The DEIS does not analyze housing options available to families and individuals that will be required to relocate as a result of the proposed project. The project should provide for sufficient affordable housing of acceptable quality for those that must relocate.

Recommendation: The FEIS should expand on the comparable housing options that will be available to the families that must relocate, consistent with the Federal relocation policies. The FEIS and ROD should explain how the project will provide for adequate housing for all affected households, including access to transit. We

commend the proposed flexibility in citizen relocation sites in various neighborhood selections; but, Table ES-1 should reflect this relocation flexibility.

Meaningful involvement ODOT has worked with various community representatives and groups in planning and designing this corridor project. Nevertheless, the DEIS presents some very select accommodations, such as preserving and funding enhancements to the Kenneth L. Johnson Recreational Center and possible relocation of the St. Hyacinth neighborhood entrance. Other measures are presented as options that "could be done," but do not seem to have been actually discussed with the communities and agreed to.

Recommendation: We recommend ODOT seek to develop Community Benefit Agreements with each of the five neighborhood communities. These agreements and specific enhancements that are discussed in the DEIS as possibilities should be explicit commitments in the FEIS and ROD.

MITIGATION OF IMPACTS

Recommendation: EPA commends the inclusion of Table ES-1 as an Environmental Resources, Impacts and Mitigation Summary. However the DEIS describes many project plans that could mitigate impacts, but is unclear whether these elements are commitments. All mitigation measures should be explicitly committed to and summarized in the text and charts in the FEIS and ROS.

We appreciate the opportunity to participate in this project. If you have any questions or wish to discuss our comments further, please contact me or Norm West of my staff at 312-353-5692 / west.norman@epa.gov.

Sincerely,



Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Enclosure: *EPA Summary of Rating Definitions*

e-mail cc: Timothy Hill, ODOT
Larry Hoffman

SUMMARY OF EPA RATING DEFINITIONS AND FOLLOW UP ACTION*

Environmental Impact of the Action

LO-Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequate

The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information

The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment

From: Matt Wahl
Sent: Tuesday, November 12, 2013 12:03 PM
To: Adin McCann; Jodi Heflin; Sarah Brown; Opportunity Corridor; Ntiense Awakessien
Subject: FW: RE:Opportunity Corridor DEIS - Comments

From: naureen.dar@dot.gov [<mailto:naureen.dar@dot.gov>]
Sent: Tuesday, November 12, 2013 12:02 PM
To: Matt Wahl; Gary.Benesh@dot.state.oh.us; Larry.Hoffman@dot.state.oh.us
Cc: Leigh.Oesterling@dot.gov
Subject: FW: RE:Opportunity Corridor DEIS - Comments

FYI

Naureen I.Dar, P.E. - Phone: (614) 280-6846

From: Martin, Andrea (FRA)
Sent: Tuesday, November 12, 2013 9:16 AM
To: Dar, Naureen (FHWA)
Subject: RE: RE:Opportunity Corridor DEIS - Comments

The Federal Railroad Administration has no comments.

Thank you. Andrea

ANDRÉA E. MARTIN
Environmental Protection Specialist

[FRA | Federal Railroad Administration](#)

Comment ID A-7

No comments were received from the U.S. Fish and Wildlife Service.



Ohio Department of Natural Resources

JOHN R. KASICH, GOVERNOR

JAMES ZEHRINGER, DIRECTOR

Office of Real Estate
Paul R. Baldridge, Chief
2045 Morse Road – Bldg. E-2
Columbus, OH 43229
Phone: (614) 265-6649
Fax: (614) 267-4764

October 10, 2013

Timothy M. Hill, Environmental Administrator
Office of Environmental Services
Ohio Department of Transportation
1980 West Broad Street
Columbus, Ohio 43223

Attn: Matt Perlik, Mike Pettegrew, Larry Hoffman

Re: 13-433; The Cleveland Opportunity Corridor Project DEIS (PID 77333)

Project: The proposed project involves building an urban boulevard with traffic lights at intersections from the I-490-East 55th Street intersection to the East 105th Street-Chester Avenue intersection.

Location: The Cleveland Opportunity Corridor project is located in the City of Cleveland, Cuyahoga County, Ohio.

The Ohio Department of Natural Resources (ODNR) has completed a review of the above referenced project. These comments were generated by an inter-disciplinary review within the Department. These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the National Environmental Policy Act, the Coastal Zone Management Act, Ohio Revised Code and other applicable laws and regulations. These comments are also based on ODNR's experience as the state natural resource management agency and do not supersede or replace the regulatory authority of any local, state or federal agency nor relieve the applicant of the obligation to comply with any local, state or federal laws or regulations.

Fish and Wildlife: The Division of Wildlife (DOW) has the following comments.

The project is within the range of the Indiana bat (*Myotis sodalis*), a state and federally endangered species. The following species of trees have relatively high value as potential Indiana bat roost trees: Shagbark hickory (*Carya ovata*), Shellbark hickory (*Carya laciniata*), Bitternut hickory (*Carya cordiformis*), Black ash (*Fraxinus nigra*), Green ash (*Fraxinus pennsylvanica*), White ash (*Fraxinus americana*), Shingle oak (*Quercus imbricaria*), Northern red oak (*Quercus rubra*), Slippery elm (*Ulmus rubra*), American elm (*Ulmus americana*), Eastern cottonwood (*Populus deltoides*), Silver maple (*Acer saccharinum*), Sassafras (*Sassafras albidum*), Post oak (*Quercus stellata*), and White oak (*Quercus alba*). Indiana bat habitat consists of suitable trees that include dead and dying trees with exfoliating bark, crevices, or cavities in upland areas or riparian corridors and living trees with exfoliating bark, cavities, or hollow areas formed from broken branches or tops. If suitable trees occur within the project area, these trees should be conserved. If suitable habitat occurs on the project area and trees must be cut, cutting must

occur between October 1 and March 31. If suitable trees must be cut during the summer months, a net survey must be conducted between June 15 and July 31, prior to cutting. Net surveys shall incorporate either two net sites per square kilometer of project area with each net site containing a minimum of two nets used for two consecutive nights, or one net site per kilometer of stream within the project limits with each net site containing a minimum of two nets used for two consecutive nights. If no tree removal is proposed, the project is not likely to impact this species.

The project is within the range of the piping plover (*Charadrius melodus*), a state and federally endangered bird species, and the Kirtland's warbler (*Setophaga kirtlandii*), a state and federally endangered species. These species do not nest in the state but only utilize stopover habitat as they migrate through the region. Therefore, the project is not likely to impact these species.

The project is within the range of the Canada darner (*Aeshna canadensis*), a state endangered dragonfly. Due to the location and the type of habitat being affected, this project is not likely to impact this species.

The project is within the range of the black bear (*Ursus americanus*), a state endangered species. Due to the mobility of this species, the project is not likely to impact this species.

The project is within the range of the king rail (*Rallus elegans*), a state endangered bird. A statewide survey has not been completed for this species. Nests for this species are deep bowls constructed out of grass and usually hidden very well in marsh vegetation. Due to the location and the type of habitat being affected, this project is not likely to impact this species.

The ODNR Natural Heritage Database has no additional records for rare or endangered species at this project site. We are unaware of any unique ecological sites, geologic features, animal assemblages, scenic rivers, state wildlife areas, nature preserves, parks or forests, national wildlife refuges or other protected natural areas within the project area. Our inventory program does not provide a complete survey of Ohio wildlife, and relies on information supplied by many individuals and organizations. Therefore, a lack of records for any particular area is not a statement that rare species or unique features are absent from that area.

ODNR appreciates the opportunity to provide these comments. Please contact Brian Mitch at (614) 265-6387 if you have questions about these comments or need additional information.

Brian Mitch
ODNR Office of Real Estate
2045 Morse Road, Building E-2
Columbus, Ohio 43229-6693
(614) 265-6387
brian.mitch@dnr.state.oh.us

APPENDIX A3: PARTICIPATING AGENCIES



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OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR

December 9, 2013

Ginger Mullen
Chief
United States Army Corp of Engineers
502 Eight Street
Huntington, WV 25701

Re: Opportunity Corridor
Cleveland, OH

Dear Ms. Mullen,

By way of this letter, the Ohio Department of Transportation (ODOT) announces the Federal Highway Administration (FHWA) intent concerning the subject project's National Environmental Policy Act (NEPA) document.

FHWA will issue a single Final Environmental Impact Statement and Record of Decision document pursuant to Pub. L. 112-141, 126 Stat. 405, Section 1319(b) unless FHWA determines statutory criteria or practicability considerations preclude issuance of the combined document pursuant to Section 1319. The intent to combine the document was provided in the Coordination Plan sent in June 2013. We anticipate issuance of the combined document in February 2014.

If you have questions, please call Larry Hoffman at (614) 466-6439.

Respectfully,

A handwritten signature in black ink, appearing to read 'Timothy M. Hill', is written over a large, stylized circular flourish.

Timothy M. Hill
Administrator
Office of Environmental Services

c: N. Dar, PE, FHWA – G. Benesh, PE, ODOT D-12



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR

December 9, 2013

Willie R. Taylor, Ph.D.
Office of the Secretary
United States Department of Interior
1849 C Street, NW
Washington, DC 20540

Re: Opportunity Corridor
Cleveland, OH

Dear Mr. Taylor,

By way of this letter, the Ohio Department of Transportation (ODOT) announces the Federal Highway Administration (FHWA) intent concerning the subject project's National Environmental Policy Act (NEPA) document.

FHWA will issue a single Final Environmental Impact Statement and Record of Decision document pursuant to Pub. L. 112-141, 126 Stat. 405, Section 1319(b) unless FHWA determines statutory criteria or practicability considerations preclude issuance of the combined document pursuant to Section 1319. The intent to combine the document was provided in the Coordination Plan sent in June 2013. We anticipate issuance of the combined document in February 2014.

If you have questions, please call Larry Hoffman at (614) 466-6439.

Respectfully,

A handwritten signature in black ink, appearing to read 'Timothy M. Hill', is written over the word 'Respectfully,'.

Timothy M. Hill
Administrator
Office of Environmental Services

c: N. Dar, PE, FHWA – G. Benesh, PE, ODOT D-12



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223
JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR

December 9, 2013

Najah Duvall-Gabriel
Historic Preservation Specialist
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue, NW, Suite 803
Washington, DC 20004

Re: Opportunity Corridor
Cleveland, OH

Dear Ms. Duvall-Gabriel,

By way of this letter, the Ohio Department of Transportation (ODOT) announces the Federal Highway Administration (FHWA) intent concerning the subject project's National Environmental Policy Act (NEPA) document.

FHWA will issue a single Final Environmental Impact Statement and Record of Decision document pursuant to Pub. L. 112-141, 126 Stat. 405, Section 1319(b) unless FHWA determines statutory criteria or practicability considerations preclude issuance of the combined document pursuant to Section 1319. The intent to combine the document was provided in the Coordination Plan sent in June 2013. We anticipate issuance of the combined document in February 2014.

If you have questions, please call Larry Hoffman at (614) 466-6439.

Respectfully,

A handwritten signature in black ink, appearing to read 'Timothy M. Hill', is written over the word 'Respectfully,'.

Timothy M. Hill
Administrator
Office of Environmental Services

c: N. Dar, PE, FHWA – G. Benesh, PE, ODOT D-12



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223
JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR

December 9, 2013

Douglas W. Shelby
Field Office Director
United States Department of Housing and Urban Development
1350 Euclid Avenue, Suite 500
Cleveland, OH 44115

Re: Opportunity Corridor
Cleveland, OH

Dear Mr. Shelby,

By way of this letter, the Ohio Department of Transportation (ODOT) announces the Federal Highway Administration (FHWA) intent concerning the subject project's National Environmental Policy Act (NEPA) document.

FHWA will issue a single Final Environmental Impact Statement and Record of Decision document pursuant to Pub. L. 112-141, 126 Stat. 405, Section 1319(b) unless FHWA determines statutory criteria or practicability considerations preclude issuance of the combined document pursuant to Section 1319. The intent to combine the document was provided in the Coordination Plan sent in June 2013. We anticipate issuance of the combined document in February 2014.

If you have questions, please call Larry Hoffman at (614) 466-6439.

Respectfully,

A handwritten signature in black ink, appearing to read 'Timothy M. Hill', is written over the word 'Respectfully,'.

Timothy M. Hill
Administrator
Office of Environmental Services

c: N. Dar, PE, FHWA – G. Benesh, PE, ODOT D-12



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR

December 9, 2013

Susan Hedman
Regional Administrator
United States Environmental Protection Agency
77 West Jackson Street
Chicago, IL 60604

Re: Opportunity Corridor
Cleveland, OH

Dear Ms. Hedman,

By way of this letter, the Ohio Department of Transportation (ODOT) announces the Federal Highway Administration (FHWA) intent concerning the subject project's National Environmental Policy Act (NEPA) document.

FHWA will issue a single Final Environmental Impact Statement and Record of Decision document pursuant to Pub. L. 112-141, 126 Stat. 405, Section 1319(b) unless FHWA determines statutory criteria or practicability considerations preclude issuance of the combined document pursuant to Section 1319. The intent to combine the document was provided in the Coordination Plan sent in June 2013. We anticipate issuance of the combined document in February 2014.

If you have questions, please call Larry Hoffman at (614) 466-6439.

Respectfully,

A handwritten signature in black ink, appearing to read 'Timothy M. Hill', is written over the typed name.

Timothy M. Hill
Administrator
Office of Environmental Services

c: N. Dar, PE, FHWA – G. Benesh, PE, ODOT D-12



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223

JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR

December 9, 2013

Andrea Martin
Environmental Protection Specialist
United States Federal Railroad Administration
1200 New Jersey Avenue, SE, Mail Stop 20
Washington, DC 20590

Re: Opportunity Corridor
Cleveland, OH

Dear Ms. Martin,

By way of this letter, the Ohio Department of Transportation (ODOT) announces the Federal Highway Administration (FHWA) intent concerning the subject project's National Environmental Policy Act (NEPA) document.

FHWA will issue a single Final Environmental Impact Statement and Record of Decision document pursuant to Pub. L. 112-141, 126 Stat. 405, Section 1319(b) unless FHWA determines statutory criteria or practicability considerations preclude issuance of the combined document pursuant to Section 1319. The intent to combine the document was provided in the Coordination Plan sent in June 2013. We anticipate issuance of the combined document in February 2014.

If you have questions, please call Larry Hoffman at (614) 466-6439.

Respectfully,

A handwritten signature in black ink, appearing to read 'Timothy M. Hill', is written over the printed name.

Timothy M. Hill
Administrator
Office of Environmental Services

c: N. Dar, PE, FHWA – G. Benesh, PE, ODOT D-12



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223
JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR

February 13, 2014

Marisol R. Simon
Regional Administrator
Federal Transit Administration
200 West Adam Street, Suite 320
Chicago, IL 60606-5253

Re: Opportunity Corridor

Dear Ms. Simon:

On behalf of the Federal Highway Administration (FHWA), we are sending our intended responses to your September 12, 2013 comments on the subject project's Draft Environmental Impact Statement (DEIS). Our responses to your comments are attached and will be included in the following sections of the combined Final Environmental Impact Statement/Record of Decision (FEIS/ROD), which is currently being prepared.

- Chapter 5, Public and Agency Coordination
- Appendix A1 : Summary of DEIS Agency Comment and Responses
- Appendix A2 : Agency DEIS Comments (Original Documents)

If you have any questions, please call Larry Hoffman, Major Project Coordinator, at (614) 466-6439.

Respectfully,

Timothy M. Hill
Administrator
Office of Environmental Services

c: N. Dar, PE, FHWA – L. Oesterling, FHWA – G. Benesh, PE, ODOT, D-12

From: steven.s.clark.ctr@dot.gov [mailto:steven.s.clark.ctr@dot.gov]

Sent: Wednesday, April 02, 2014 10:42 AM

To: Hoffman, Larry

Cc: Benesh, Gary; Dar, Naureen; Oesterling, Leigh; Stephen.A.Cerny@hud.gov; lucy.miller@hud.gov; west.norman@epa.gov; Susan.Orona@dot.gov; mschipper@gcrta.org

Subject: Opportunity Corridor

Hello Larry,

In a letter dated February 5, 2013, FTA accepted an invitation from FHWA to be a Participating Agency in the environmental review of the Opportunity Corridor project pursuant to Section 1305 of MAP-21 (PL 112-141, 7/6/2012). In a letter dated September 12, 2014, FTA provided comments on the transit-related sections of the DEIS. FTA received responses from ODOT/FHWA and a portion of the draft Record of Decision in a correspondence dated February 13, 2014. Below is FTA's feedback to those responses as well as feedback received from other agencies.

- **Record of Decision, Section 5.2, Page 5-3:** This page lists revised sections of the FEIS. Because FTA was provided only with portions of the Record of Decision (ROD), FTA will presume its comments were addressed in the FEIS, where applicable. Alternatively, the revised sections of the FEIS could be made available to facilitate the participating agency review process.
- This page references the table of environmental commitments (**Table A**); however, the table was not included in the correspondence to FTA dated February 13, 2014. FTA will presume its comments were addressed in Table A and the FEIS, where applicable. Alternatively, Table A and the FEIS could be made available to facilitate the participating agency review process.
- **Appendix A-1, Pages 2 - 6:** FTA is satisfied with the responses to its comments. The responses refer to Table A of the ROD and updates made in the FEIS; however, the table and revised section of the FEIS were not included in the February 13, 2014 correspondence.
- The ROD indicates the FEIS describes several updates to the preferred alternative (i.e., Section 5.4 of the ROD). Because the preferred alternative has changed, it may be prudent to prepare the ROD separately and allow a 30-day comment period on the updated preferred alternative in the FEIS.
- In a letter dated February 14, 2014, the Greater Cleveland Regional Transit Authority (GCRTA) submitted comments to ODOT regarding impacts to transit. GCRTA's comments should be addressed in the FEIS/ROD.
- In 2009 DOT, HUD and EPA announced the **Partnership for Sustainable Communities**, an interagency partnership to improve coordination of federal transportation, environmental protection, and housing investments. In late March 2014, HUD contacted FTA to discuss the Opportunity Corridor project and their concerns regarding environmental justice. FTA and HUD also discussed the level of federal investment in the project area and commitment by the agencies, and it was noted that it is important that the affected neighborhoods would benefit equitably from the project.

If you have any questions, please feel free to contact me at (312) 353-2871.

Sincerely,

Steve

Steven S. Clark
Environmental Specialist
Resource Management Concepts, Inc., supporting
Federal Transit Administration Region 5
Phone: (312) 353-2871
Steven.S.Clark.ctr@dot.gov

Subject: FW: Opportunity Corridor

From: Hoffman, Larry
Sent: Wednesday, April 16, 2014 3:58 PM
To: 'steven.s.clark.ctr@dot.gov'
Cc: Benesh, Gary; Dar, Naureen; Oesterling, Leigh; Stephen.A.Cerny@hud.gov; lucy.miller@hud.gov; west.norman@epa.gov; Susan.Orona@dot.gov; mschipper@gcrt.org
Subject: RE: Opportunity Corridor

Hello Steve,

We thank you for the email response. We would like to follow up, and particularly so, to the feedback that you have provided in the bulleted items. Please see our responses below.

Please call with any questions.

Thank you,
Larry Hoffman
Major Project Coordinator
ODOT
614-466-6439

From: steven.s.clark.ctr@dot.gov [<mailto:steven.s.clark.ctr@dot.gov>]
Sent: Wednesday, April 02, 2014 10:42 AM
To: Hoffman, Larry
Cc: Benesh, Gary; Dar, Naureen; Oesterling, Leigh; Stephen.A.Cerny@hud.gov; lucy.miller@hud.gov; west.norman@epa.gov; Susan.Orona@dot.gov; mschipper@gcrt.org
Subject: Opportunity Corridor

Hello Larry,

In a letter dated February 5, 2013, FTA accepted an invitation from FHWA to be a Participating Agency in the environmental review of the Opportunity Corridor project pursuant to Section 1305 of MAP-21 (PL 112-141, 7/6/2012). In a letter dated September 12, 2014, FTA provided comments on the transit-related sections of the DEIS. FTA received responses from ODOT/FHWA and a portion of the draft Record of Decision in a correspondence dated February 13, 2014. Below is FTA's feedback to those responses as well as feedback received from other agencies.

- **Record of Decision, Section 5.2, Page 5-3:** This page lists revised sections of the FEIS. Because FTA was provided only with portions of the Record of Decision (ROD), FTA will presume its comments were addressed in the FEIS, where applicable. Alternatively, the revised sections of the FEIS could be made available to facilitate the participating agency review process.

Response: You are correct, FTA's comments are addressed in the appropriate pages in the FEIS. In addition, MAP-21 instituted streamlining measures which allows agencies to coordinate just the portion of the document that summarizes our response to the review agencies comments. We put this process in place with coordination with USEPA (where we just coordinated the portion of the document with their DEIS comments and how we intend to address them) and it worked well.

- This page references the table of environmental commitments (**Table A**); however, the table was not included in the correspondence to FTA dated February 13, 2014. FTA will presume its comments were addressed in Table A

and the FEIS, where applicable. Alternatively, Table A and the FEIS could be made available to facilitate the participating agency review process.

Response: You are correct, FTA's comments are addressed in the appropriate pages in the FEIS.

- **Appendix A-1, Pages 2 - 6:** FTA is satisfied with the responses to its comments. The responses refer to Table A of the ROD and updates made in the FEIS; however, the table and revised section of the FEIS were not included in the February 13, 2014 correspondence.

Response: FTA's comments are addressed in the appropriate pages in the FEIS.

- The ROD indicates the FEIS describes several updates to the preferred alternative (i.e., Section 5.4 of the ROD). Because the preferred alternative has changed, it may be prudent to prepare the ROD separately and allow a 30-day comment period on the updated preferred alternative in the FEIS.

Response: As you know, MAP-21 established the combined FEIS/ROD format as the standard process to follow and the while there were updates to the preferred alternative, the changes alone did not warrant a 30 day FEIS review period.

- In a letter dated February 14, 2014, the Greater Cleveland Regional Transit Authority (GCRTA) submitted comments to ODOT regarding impacts to transit. GCRTA's comments should be addressed in the FEIS/ROD.

Response: We have fully addressed GCRTA's comments, including appropriate environmental mitigation to offset impacts.

- In 2009 DOT, HUD and EPA announced the **Partnership for Sustainable Communities**, an interagency partnership to improve coordination of federal transportation, environmental protection, and housing investments. In late March 2014, HUD contacted FTA to discuss the Opportunity Corridor project and their concerns regarding environmental justice. FTA and HUD also discussed the level of federal investment in the project area and commitment by the agencies, and it was noted that it is important that the affected neighborhoods would benefit equitably from the project.

Response: We agree with FTA and HUD's that the affected neighborhoods should benefit equitably for the project. The Opportunity Corridor project has a level of mitigation that is unparalleled by any other project in Ohio. We will be instituting multiple environmental commitments which are designed to directly benefit the affect neighborhoods. The commitments include, safer and improved bike and pedestrian access, multiuse path, benches, lighting, community enhancements, on the job training program and more. This project will invest millions of dollars back into the community and will provide the much needed and improved travel and access in the area.

If you have any questions, please feel free to contact me at (312) 353-2871.

Sincerely,
Steve

Steven S. Clark
Environmental Specialist
Resource Management Concepts, Inc., supporting
Federal Transit Administration Region 5
Phone: (312) 353-2871
Steven.S.Clark.ctr@dot.gov

APPENDIX A4: TRANSIT



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**The Greater Cleveland
Regional Transit Authority**

Main Office
1240 West 6th Street
Cleveland, Ohio 44113-1331
Phone 216 566-5084
Fax 216 771-4424
email: mschipper@gcrtc.org
website: www.rideRTA.com

February 14, 2014

Mr. Gary Benesh, P.E.
Ohio Department of Transportation - District 12
5500 Transportation Boulevard
Garfield Heights, Ohio 44125

Re: Opportunity Corridor Project
PID 77333
Transit Comments and Impacts

Dear Mr. Benesh:

Michael J. Schipper, P.E.
Deputy General Manager
Engineering and
Project Management

On February 7, 2014 we met to review the transit related comments that ODOT has been asked to address, and also discuss the Greater Cleveland Rapid Transit Authority's (GCRTA's) concerns regarding the proposed Opportunity Corridor project. Areas of discussion included the proposed closure of Quincy Avenue to our buses and regular vehicular traffic between East 105th Street and Woodhill Road, the Quincy/East 105th Rapid Station, Both East 79th Street Stations, proposed grade separation at East 55th Street, and Bus Station Locations. Our positions on each of these elements are discussed as follows.

Quincy Avenue Closure

Approximately five bus stops on Quincy Avenue and Woodhill Road will be affected by the proposed closure. These stops are jointly served by our #10 and #11 Bus Routes. As is our Central Bus Maintenance Facility and Woodhill Garage Facility. GCRTA has conducting pedestrian and boarding counts at existing stops in this location along the #10 and #11 routes.

GCRTA is supportive of the proposed Quincy Avenue Closure. We are aware that the #10 and #11 routes will be impacted. In accordance with our Title VI, Environmental Justice, and Service Change Policy's GCRTA will modify one or both bus routes as need to maintain access to buses for our customers particularly the transit dependent public housing populations located east of Woodhill Road and north of Woodland Avenue. We anticipate, in accordance with our policies, that the rerouting of these routes will provide bus service to the section of Woodland between East 93rd Street and Woodhill Road, which currently has no bus service available.

Quincy/East 105th Rapid Station

The Quincy/East 105th Rapid Station is one of only two Red Line stations in our system that cannot accommodate three-car trains. It has been in GCRTA's long range plans to lengthen the platform for three car trains and add a second ADA compliant entrance on East 105th Street. The proposed Opportunity Corridor will replace the existing East 105th Street bridge over the Red Line. Due to the difficulties working within our right-of-way with active trains it would be beneficial and economical to construct the new bridge, platform extension and second entrance at the same time.

GCRTA is requesting that the Opportunity Corridor project fund 80% of the \$4.0 million station and platform project to enhance the transit service in the corridor.

East 79th Street Rapid and Light Rail Stations

The proposed Opportunity Corridor alignment is halfway between our two stations on East 79th Street and far enough away from each station that we believe there is no impact to either station. GCRTA on its own will be conducting a Rail Station Transit Service Alternatives Analysis, which will study the transit utilization of both stations and the impact of a station closure to our transit system. This study will follow our Title VI, Environmental Justice and Service Change Policy's and be conducted and concluded before the end of 2014.

East 55th Street Grade Separation

The proposed Opportunity Corridor includes a grade separated interchange with the Opportunity Corridor in a depressed section under East 55th Street with a jug handle access ramp in the south-east quadrant connecting the two. We have major facilities on two of the quadrants to the north and are familiar with the geotechnical challenges and poor soils that exist at this location. We are very concerned about the lengthy proposed closures to I-490 and East 55th required to construct the interchange.

The grade separation as shown has high social and economical impacts with numerous relocations and construction related shut-downs and traffic diversions. GCRTA is requesting that during the design phase ODOT conduct a detailed study comparing the proposed grade separation to an at-grade intersection at East 55th Street.

Gary Benesh
February 14, 2014
Page 3 of 3

Bus Station Locations

GCRTA has a number of bus routes that intersect with the proposed Opportunity Corridor. These include the #2, 8, 9, 10, 11, 14, 16 and HealthLine routes and we request that during the design phase ODOT coordinate with GCRTA in properly locating the bus stations at the intersections crossing the Opportunity Corridor including the East 105th Street section of the project. Also in the East 105th Street section we request that ODOT coordinate with GCRTA on the locations for the #10 route bus stations.

We believe that this addresses the transit related comments and concerns that have been raised during the review of the Environmental Documents. If you have any questions please contact me at 216-566-5084.

Respectfully,

A handwritten signature in black ink, appearing to read 'Michael J. Schipper', written over a horizontal line.

Michael J. Schipper, P.E.
Deputy General Manager – Engineering & Project Management

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Response to February 14, 2014 Letter from GCRTA

COMMENT	RESPONSE
<p>Quincy Avenue Closure – Approximately five bus stops on Quincy Avenue and Woodhill Road will be affected by the proposed closure. These stops are jointly served by our #10 and #11 Bus Routes. As is our Central Bus Maintenance Facility and Woodhill Garage Facility. GCRTA has[conducted] pedestrian and boarding counts at existing stops in this location along the #10 and #11 routes.</p> <p>GCRTA is supportive of the proposed Quincy Avenue Closure. We are aware that the #10 and #11 routes will be impacted. In accordance with our Title VI, Environmental Justice, and Service Change [Policies] GCRTA will modify one or both bus routes as need[ed] to maintain access to buses for our customers particularly the transit dependent public housing populations located east of Woodhill Road and north of Woodland Avenue. We anticipate, in accordance with our policies, that the rerouting of these routes will provide bus service to the section of Woodland between East 93rd Street and Woodhill Road, which currently has no bus service available.</p>	<p>The FEIS and ROD have been updated to reflect GCRTA’s intent to modify the 10 and 11 bus routes to maintain access for customers, particularly the transit-dependent populations located east of Woodhill Road. Based on the February 14, 2014 letter and discussions from a coordination meeting held on February 7, 2014, ODOT understands the following:</p> <ul style="list-style-type: none"> • Preliminary analysis indicates that two basic options exist to maintain bus service for the neighborhoods east of Woodhill Road: <ol style="list-style-type: none"> 1. Pick-up the 10 and 11 bus route passengers at intersection of Woodhill Road/Woodland Avenue. This option could increase walking distances by a maximum of 1,975 feet for some residents that currently use the bus stop located at Quincy Avenue/Woodhill Road roundabout; or 2. Re-route the 10 and 11 bus routes through the neighborhood east of Woodhill Road using some combination of existing roadways such as Woodhill Road, Mt. Carmel Road, Baldwin Road, E. 110th Street and/or Woodland Avenue. • Bus Route 10 could be re-routed to E. 93rd Street, while Bus Route 11 could utilize the new Opportunity Corridor boulevard. Both of these routes currently service the E. 105th Street-Quincy Avenue train station. This service would be maintained when the new routes are identified. Furthermore, the new bus routes could potentially provide enhanced service along Woodland Road, E. 93rd Street and to the Kenneth L. Johnson Recreation Center. • The final decision on the re-routing of the 10 and 11 bus routes will be made by GCRTA once the pedestrian and boarding counts are completed, the data is analyzed and the appropriate actions are taken to comply with GCRTA’s Title VI Program, as well as its environmental justice and service changes policies. <p>This information has also been incorporated into FEIS Section 4.6 and Table A of the ROD.</p>

Response to February 14, 2014 Letter from GCRTA

COMMENT	RESPONSE
<p>Quincy/East 105th Rapid Station – The Quincy/East 105th Rapid Station is one of only two Red Line stations in our system that cannot accommodate three-car trains. It has been in GCRTA’s long range plans to lengthen the platform for three car trains and add a second ADA compliant entrance on East 105th Street. The proposed Opportunity Corridor will replace the existing East 105th Street bridge over the Red Line. Due to the difficulties working within our right-of-way with active trains it would be beneficial and economical to construct the new bridge, platform extension and second entrance at the same time.</p> <p>GCRTA is requesting that the Opportunity Corridor fund 80% of the \$4.0 million station and platform project to enhance the transit service in the corridor.</p>	<p>As part of the Opportunity Corridor project, ODOT will fund 80-percent (up to \$3.2 million) of a project to improve the existing GCRTA E. 105th Street-Quincy Avenue train station. The improvement project would extend the platform to allow three-car service, which is GCRTA’s standard. The improvement project would also construct a new entrance at E. 105th Street. The new entrance would provide both stair and elevator access to comply with requirements of the Americans with Disabilities Act (ADA).</p> <p>The improvements to the GCRTA E. 105th Street-Quincy Avenue train station would be independently planned, designed and constructed by GCRTA. GCRTA would schedule the station improvements to coincide with the construction of the Opportunity Corridor bridge over the GCRTA Red Line to minimize impacts to transit service and maximize cost-efficiency.</p> <p>FEIS Section 4.6 and Table A of the ROD have been updated to reflect these considerations.</p>
<p>East 79th Street Rapid and Light Rail Stations – The proposed Opportunity Corridor alignment is halfway between our two stations on East 79th Street and far enough away from each station that we believe there is no impact to either station. GCRTA on its own will be conducting a Rail Station Transit Service Alternatives Analysis, which will study the transit utilization of both stations and the impact of a station closure to our transit system. This study will follow our Title VI, Environmental Justice and Service Change [Policies] and be conducted and concluded before the end of 2014.</p>	<p>FEIS Section 4.6 has been updated to indicate that GCRTA is currently studying the utilization and viability of the E. 79th Street Red Line stations.</p>

Response to February 14, 2014 Letter from GCRTA

COMMENT	RESPONSE
<p>East 55th Street Grade Separation – The proposed Opportunity Corridor includes a grade separated interchange with the Opportunity Corridor in a depressed section under East 55th Street with a jug handle access ramp in the south-east quadrant connecting the two. We have major facilities on two of the quadrants to the north and are familiar with the geotechnical challenges and poor soils that exist at this location. We are very concerned about the lengthy proposed closure to I-490 and East 55th Street required to construct the interchange.</p> <p>The grade separation has high social and [economic] impacts with numerous relocations and construction related shut-downs and traffic diversions. GCRTA is requesting that during the design phase ODOT conduct a detailed study comparing the proposed grade separation to an at-grade intersection at East 55th Street.</p>	<p>ODOT previously considered an at-grade intersection at E. 55th Street and eliminated it from further study. The supporting analysis related to this decision is contained in the <i>Early Analysis of West Alternates</i> (March 2011), which is on the CD included with the DEIS and is incorporated by reference into both the DEIS and FEIS. Consequently, ODOT does not intend to reevaluate the at-grade intersection during the final design phase.</p> <p>FEIS Section 3.4 includes text excerpted from page 9 of the <i>Early Analysis of West Alternates</i> (March 2011) to help explain why the at-grade intersection was eliminated from further consideration. The excerpted text is included below for ease of reference:</p> <p>“The configuration of the at-grade intersection proposed with West Alternate A would not be geometrically feasible without incurring extreme costs to re-design and reconstruct the I-77/I-490 interchange. West Alternate A would also leave the existing weave section along I-490 between I-77 ramps and E. 55th Street in-place. The weave section would further compromise safety and traffic operations by requiring weaving traffic to cross at least three lanes of traffic within a relatively short distance prior to the intersection of E. 55th Street. Furthermore, the large intersection area and high traffic volumes would negatively affect pedestrian safety and mobility, including access to the GCRTA station. Residents also expressed concerns regarding the safe transit from higher speed interstate travel on I-77 and I-490 to lower speeds more suitable for the proposed urban boulevard and the residential neighborhoods in the study area. For these reasons, it is recommended that West Alternate A be eliminated from further study. West Alternate C, on the other hand, would address the inside merge condition without the need for re-design or reconstruction of the interchange. Consequently, West Alternate C is recommended for continued analysis in [PDP] Step 6.”</p>
<p>Bus Station Locations – GCRTA has a number of bus routes that intersect with the proposed Opportunity Corridor. These include the #2, 8, 9, 10, 11, 14, 16 and HealthLine routes and we request that during the design phase ODOT coordinate with GCRTA in properly locating the bus stations at the intersections crossing the Opportunity Corridor including the East 105th Street section of the project. Also in the East 105th Street section we request that ODOT coordinate with GCRTA on the locations for the #10 route bus stations.</p>	<p>FEIS Section 4.6 and Table A of the ROD have been updated to include a commitment to further coordinate with GCRTA during final design regarding the locations of bus stations along E. 105th Street and where the boulevard would intersect existing bus routes.</p>

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APPENDIX B: PUBLIC COMMENT SUMMARY AND RESPONSES



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Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-1	Abdul-Slaam, Ferdous	B-1-1	Future Development	Future development should be small businesses to restore the neighborhood/community feeling as opposed to chain stores and medical development.	<p>The Cleveland Opportunity Corridor project will not determine future development for the area. This is consistent with the project's purpose and need, which is to improve the transportation infrastructure to allow future planned economic development to occur. Future land use change would largely be determined by local plans and regulations. Both City and local Community Development Corporation (CDC) plans envision various types of redevelopment in the neighborhoods through which the Opportunity Corridor passes. The City of Cleveland has developed a <i>Connecting Cleveland 2020 Citywide Plan</i>, which is the comprehensive plan for the future of Cleveland and its neighborhoods. The 2020 Citywide Plan addresses future land use; zoning; development "opportunity zones" in each Cleveland neighborhood; new housing opportunities; bike routes and greenways; transportation and infrastructure improvements; and policy recommendations. The Opportunity Corridor project is included in the City's 2020 Citywide Plan. Additional details regarding the City of Cleveland 2020 Citywide Plan can be accessed at http://planning.city.cleveland.oh.us/cwp/cpc.html.</p> <p>Based on these established land use plans and long-term visions, the City and the CDCs are actively pursuing redevelopment projects along the project corridor.</p> <p>(See DEIS "Would the project be consistent with planned developments and local land use plans?" on pages 4-5 and 4-6 and the <i>Opportunity Corridor Indirect and Cumulative Effects Assessment Technical Memorandum</i> (July 2012), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-1	Abdul-Slaam, Ferdous	B-1-2	Context Sensitive Solutions	The project should include benches for pedestrians and should encourage the feel of the community.	<p>The following features will be included in the Cleveland Opportunity Corridor project to improve the look of the roadway and to encourage the feel of the community: benches; mast arm traffic signal supports; combined street and pedestrian lighting; grass tree lawns (parkways); street trees; grassy roadway median with stormwater treatment measures; retaining walls and bridge abutments with form-liner surfaces and colored surface sealer; trash receptacles and bike racks.</p> <p>The project is using a context sensitive solutions (CSS) design process to coordinate the roadway design with the interests and concerns of the community. As part of the CSS process, the project team has completed extensive coordination with residents, business owners and the general public. As the design progresses, visual elements such as landscaping and lighting would continue to be coordinated with the project stakeholders through and in coordination with the affected Community Development Corporations (CDCs).</p> <p>(See DEIS "How has public and stakeholder feedback changed the study? on page 3-3, Figure 1-3 on pages 1-3 and 1-4, and "How would the project visually affect neighborhoods?" on pages 4-26 and 4-47.)</p>
		B-2-1	Property Impacts	What amount of property will be acquired at 7102 Grand Avenue?	This location is outside of the Opportunity Corridor project area. No project-related impacts would occur.
B-2	Adams, Ms.	B-2-2	Existing Roadways	Repave local streets such as Woodland, Buckeye, Quincy, Cedar, Chester and Carnegie and there may not be a need for this project.	<p>ODOT and the City of Cleveland have existing programs and projects to maintain infrastructure near the project area. Maintenance alone would not support the project purpose and need of improving system linkage, access and mobility within the Forgotten Triangle area and supporting redevelopment. Also, the existing street system does not facilitate truck movement, the major mover of manufactured goods in the current economy. As part of the project, ODOT will be reconstructing nearly a mile of existing East 105th Street. Finally, the Opportunity Corridor would be designated as State Route (SR-10), which would make it eligible for State funding for future construction and maintenance.</p> <p>(See DEIS Chapter 2 and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011) which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.</p>

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-2	Adams, Ms.	B-2-3	Transit	The project should pay more attention to mass transit involved.	<p>As part of the Opportunity Corridor project development process, the project team worked closely with the regional transit service provider (GCRTA) and other local community organizations to confirm that transit needs were appropriately considered as part of the project. Based on this coordination as well as the transportation needs identified, transit alternatives in the form of capital improvements to the existing transit system were not identified in the range of alternatives studied by the project team.</p> <p>GCRTA and the local community organizations did, however, express an interest in maximizing currently underutilized transit infrastructure. As a result of this input, one aspect of the project's purpose and need is to improve public transportation connections. Figures 4-1 and 4-2 in the FEIS show public transportation in the project area. Existing transit service is currently provided parallel and adjacent to the proposed boulevard via the GCRTA Red Line and portions of the Blue-Green line.</p> <p>The decision to provide additional transit routes and stops along the Opportunity Corridor roadway will be made by GCRTA based on user demand once the project is built. The Opportunity Corridor will be designed so that buses can safely use the boulevard if bus service is added.</p> <p>In addition, ODOT will help construct enhanced bus shelters in areas where existing bus lines will cross the new boulevard. Key intersections being considered include Kinsman Road, East 79th Street, Buckeye Road, and Quincy and Cedar avenues. ODOT will work with GCRTA during final design to identify the specific locations and the design of the shelters.</p> <p>Two pedestrian/bike bridges - one at East 55th Street and one at East 89th Street - to restore connectivity for pedestrians, including those who use public transportation.</p> <p>Finally, ODOT will fund 80-percent of a project to extend the platform to allow three-car service and construct a new entrance to the GCRTA E. 105th Street-Quincy Avenue train station. The station improvements would be scheduled to coincide with the construction of the Opportunity Corridor bridge over the GCRTA Red Line to minimize impacts to transit service. However, the project would be independently planned, designed and constructed by GCRTA.</p> <p>An expanded discussion of public transportation considerations is included in FEIS Sections 3.3, 3.6, and 4.6.</p> <p>(See DEIS Chapter 2 and "How would public transportation be affected?" on page 4-23.)</p>

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-3	Adams, Debra	B-3-1	Pedestrian Mobility	I wasn't clear on the distance between the pedestrian crossings and I was concerned about the safety of those people that will need to use them.	<p>The preferred alternative will include thirteen signalized intersections spaced between 650 feet and 2,300 feet apart. Pedestrian signals and crosswalks will be provided at every traffic light. The signals will be timed so that pedestrians have enough time to cross the entire street before the opposing light turns green. Also, a curbed median was added along East 105th Street between Quincy and Cedar avenues to facilitate pedestrian crossings; and medians, where present, will be used as pedestrian refuges where possible. Finally, each block along the Opportunity Corridor boulevard was evaluated to determine if a midblock crossing (a crosswalk located between intersections) would help pedestrians move more easily through the area. Based on this analysis, no midblock crossings were added to the design of the preferred alternative. Section 4. 4 of the FEIS contains a detailed summary of the midblock crossing analysis.</p> <p>(See DEIS "How would bicycles and pedestrians be affected?" on page 4-19.)</p>
		B-3-2	Stormwater Management	Was any thought put into drainage and flooding for the homes that would be remaining, how that runoff would impact the residents in those communities.	<p>The planning and design of the Cleveland Opportunity Corridor project was closely coordinated with the Northeast Ohio Regional Sewer District (NEORSRD) plans and ongoing efforts to address regional water quality issues. These coordination efforts included numerous meetings and addressed the project's compatibility with NEORSRD's Green Infrastructure Plan, EPA's Consent Decree for the reduction of raw sewage discharges and stormwater management.</p> <p>The coordination efforts focused not only on the immediate project area but also the larger service area for NEORSRD. Furthermore, the storm sewer system that would be built as part of the Cleveland Opportunity Corridor project would be designed to meet ODOT water quality standards and NEORSRD flow volume requirements. These requirements would assure that drainage from the roadway is managed appropriately and would not adversely affect residents.</p> <p>ODOT will continue the coordination efforts described above into the project's final design. These efforts would assist ODOT in delivering a transportation project that incorporates the most cost-effective solutions that are in the best interests of the community and the environment.</p> <p>(See DEIS "How would water quality be affected?" on pages 4-35 and 4-36. See also the <i>Opportunity Corridor Stormwater Summary</i> (December 2012), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-3	Adams, Debra	B-3-3	Transit	Is there any proposed transit that's going to be part of this freeway system so the people can park their car in a location and then catch that bus to go to University Circle or stops along the way?	As noted in the response to Comment B-2-3, transit capital improvements, such as park and ride bus/express bus service, were not studied as alternatives for the Opportunity Corridor project. It is important, however, to note that the design of the Opportunity Corridor will not preclude planned transit and transit service improvements from occurring in the future.
B-3a	All Aboard Ohio	B-3a-1	Transit	Consider relocation of the East 79th Red Line station to near East 89th Street, in the vicinity of Buckeye Road and Woodland Avenue, as recommended in the Dual Hub Transitional Analysis adopted by GCRTA et al.	GCRTA is currently studying the viability of the E. 79th Red Line station to determine if it will be upgraded, relocated or closed. A final decision regarding this station will be made by the end of 2014. Based on coordination with GCRTA, the design of the proposed boulevard will not preclude the ability to relocate or improve the existing E. 79 th Street Red Line station in the future.
		B-3a-2	Transit	Lengthen the East 105th-Quincy Red Line station platform to accommodate 3-car trains and add a station pedestrian entrance from the east side of a widened East 105th Street.	In conjunction with the Opportunity Corridor project, ODOT will fund 80-percent of a project to improve the existing GCRTA E. 105th Street-Quincy Avenue train station. The improvement project would extend the platform to allow three-car service and construct a new entrance at E. 105th Street. The entrance will provide both stair and elevator access to comply with the requirements of the American with Disabilities Act (ADA). The station improvements would be scheduled to coincide with the construction of the Opportunity Corridor bridge over the GCRTA Red Line to minimize impacts to transit service. However, the project would be independently planned, designed and constructed by GCRTA.
		B-3a-3	Future Development	Partner with the City of Cleveland and the affected CDCs on TOD planning and zoning, including making available a basket of incentives to developers for providing a dense mix of land uses within a half-mile radius of both stations.	The Opportunity Corridor project will not determine future development, including Transit Oriented Development (TOD). See the response to Comment B-1-1.
B-4	Allen, Curtis	B-4-1	General Opposition	The project is unfair and a waste of public money.	This comment has been noted in the project record.

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-5	Baszuk, Peter	B-5-1	Traffic Operations	Truck and automobile traffic should be diverted away from residential streets. While businesses in the area will continue to need truck access for deliveries, any changes to traffic which increase traffic which will have a negative impact on the quality of life for residents of this neighborhood.	<p>The Opportunity Corridor was designed with the goal of providing for the through movement of traffic from I-490/E. 55th Street to University Circle while providing for local access.</p> <p>The Northeast Ohio Areawide Coordinating Agency's (NOACA's) Travel Demand Model (TDM) was updated to incorporate the new boulevard, planned development anticipated to occur independent of the proposed boulevard and complementary development anticipated to occur in conjunction with the proposed boulevard. After the TDM was updated, traffic volumes were generated for both the design year Build and No Build scenarios for the years 2020, 2030 and 2040. The traffic projections were certified by ODOT's Office of Technical Services on April 11, 2012 (See FEIS Appendix C).</p> <p>Based on the certified traffic projections, it is anticipated that through traffic would remain on the boulevard, and local access points would predominantly serve traffic to and from local residences, industries and commercial establishments. This is based on the low proportion of turning traffic when compared to the through traffic volumes.</p> <p>The only notable exceptions would be at Cedar and Euclid avenues, where there would be increased traffic turning onto these roadways from East 105th street to head east toward University Circle. Another exception would be at East 93rd Street, where there would be increased traffic turning north to cross the GCRTA Red Line.</p> <p>However, none of these areas are currently residential. Therefore, the project is not expected to increase traffic through residential areas.</p> <p>(See also the <i>Opportunity Corridor Operational Analysis Technical Memorandum</i> (May 2012, revised June 2012) which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
B-6	Baszuk, Mr.	B-6-1	Traffic Operations	What will be done to accommodate the change in traffic pattern in the North Broadway/Hyacinth neighborhood for the increase of amount of commercial and automobile traffic on the neighborhood streets?	An increase in commercial and automobile traffic on streets in the Broadway/Hyacinth neighborhood is not anticipated to result from the construction of the preferred alternative. See the response to Comment B-5-1.
B-7	Baumann, Chris	B-7-1	General Support	The project would bring many benefits to the area.	This comment has been noted in the project record.
		B-7-2	Mitigation Measures	The mitigation measures would all be beneficial and should be done.	This comment has been noted in the project record. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-8	Baur, Joe	B-8-1	General Opposition	I find the Opportunity Corridor to be an incredible waste of tax dollars, prioritizing suburban commutes over the needs of the city's residents.	See the response to Comment B-10-1.
		B-8-2	Existing Roadways	The project prioritizes new road construction in a city already overrun with crumbling roads.	See the response to Comment B-2-2.
		B-8-3	Transit	Why not use these funds to better our already drastically underfunded public transportation system to serve the car-free community?	See the response to Comment B-2-3.
		B-8-4	Transit	RTA has said they would not make service a priority on this road, therefore the residents that are supposed to benefit from this project wouldn't even have access to it.	See the response to Comments B-2-3.
B-9	Baur, Joe	B-9-1	Existing Roadways	We absolutely do not need a new road in Cleveland. We have plenty that need attention as is.	See the response to Comment B-2-2.
		B-9-2	Project Funding	I question the funding for the upkeep of already existing roads. Federal funding, regardless of the government shutdown, is waning. What is ODOT's plan once this money goes away?	The Opportunity Corridor would be designated as State Route (SR-10). ODOT would build the roadway, and the City of Cleveland would maintain it. Making the new boulevard a State Route would make it eligible for State funding sources for future construction and maintenance.
		B-9-3	Transit	This road is going through a part of town where people largely rely on public transportation. How can ODOT honestly say this project is about them and not suburban commuters when many neighborhood residents won't even be able to access the road? RTA has already said the proposed corridor would not be a priority for them.	See the response to Comments B-2-3.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-9	Baur, Joe	B-9-4	Roadway Width	ODOT is trying to sell this project as a boulevard, not a highway. But wide lanes will encourage faster speeds.	<p>In response to comments received on the DEIS and at the public hearing, the following updates have been made to the design of the preferred alternative to reduce the overall width of the Opportunity Corridor roadway:</p> <ul style="list-style-type: none"> • The third eastbound lane from Woodland Avenue to East 93rd Street and also at Cedar Avenue was be eliminated; • The width of thru-lanes was reduced from 12-foot to 11-foot effective width; and • The width of turn lanes was reduce from 11-foot to 10-foot effective width. <p>These changes, as well as several other minor updates to the design of the preferred alternative in response to comments received, are described in FEIS Section 3. 4.</p>
		B-9-5	Noise	Proposed sound barriers will make the road seem more like a highway than a boulevard.	<p>Noise studies for the project identified impacts from predicted increases in traffic noise. According to federal regulations and state policy, noise barriers are considered when noise impacts are predicted to result from the construction of a roadway project. Noise walls were found to be reasonable and feasible in three areas to mitigate increased traffic noise.</p> <p>The final decision about whether to build the noise walls will not be made until the project is in its final design stage. In accordance with its noise policy, ODOT will gather input from residents and property owners who would be affected by the noise walls. ODOT will decide whether to build the noise walls based on the desires of the affected people.</p> <p>If noise walls are desired, the people who are affected will help decide how the walls will look on their side of the wall. This could include using transparent materials to increase visibility, as well as other alternative materials to improve the look of the barriers.</p> <p>The three proposed noise barriers would only be 500-feet, 540-feet and 609-feet in length, which is less than 6-percent of the length of the Opportunity Corridor boulevard. Adding aesthetic elements will also help to incorporate noise walls into the community. Given their limited length and aesthetic elements, noise walls - if desired - should not detract from the boulevard "feel" of the Opportunity Corridor.</p> <p>(See DEIS "How would traffic noise levels change?" on pages 4-23 through 4-25 and the <i>Opportunity Corridor Noise Analysis Report</i> (December 2012), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-10	Beach, David	B-10-1	Impacts and Benefits	Where will the project have the greatest impact? Who will benefit the most?	<p>The Cleveland Opportunity Corridor project will improve system linkage and mobility within the area between I-77 and University Circle by providing an east-west arterial street between I-77 and University Circle that connects to the existing transportation infrastructure. Given this, the project is anticipated to benefit travelers outside of the immediate project area by making it easier to get to University Circle.</p> <p>ODOT recognizes that the project must also provide benefits to the communities that will bear the greatest impacts. As a result, the project team is using a context sensitive solutions (CSS) design process to coordinate the roadway design with the interests and concerns of the community. As part of the CSS process, the project team has completed extensive coordination with residents, business owners and the public.</p> <p>Construction of the preferred alternative is anticipated to benefit the local communities in the following ways:</p> <ul style="list-style-type: none"> • Improving access for emergency responders; • Providing easier access to public places such as parks, schools and libraries; • Improving overall bicycle and pedestrian connections, access and safety by building features for these users; • Maintaining and, in some cases, improving bicycle and pedestrian connections to existing transit facilities; and • Improving water quality. <p>In addition, the following features will be included in the project to encourage the feel of the community: benches; mast arm traffic signal supports; combined street and pedestrian lighting; grass tree lawns (parkways); street trees; grassy roadway median with stormwater treatment measures; retaining walls and bridge abutments with form-liner surfaces and colored surface sealer; trash receptacles and bike racks.</p> <p>(continued)</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-10	Beach, David	B-10-1	Impacts and Benefits	Where will the project have the greatest impact? Who will benefit the most?	<p>(continued)</p> <p>Furthermore, several measures will be implemented and funded as part of the project to mitigate impacts and provide added benefits to the local community. These include building two pedestrian/bike bridges, implementing a voluntary residential relocation assistance program (VRAP), working to provide replacement housing with similar access to public transit, funding a portion of the planned expansion of the Kenneth L. Johnson Recreation Center, helping to create a new entrance into the St. Hyacinth neighborhood, constructing enhanced bus shelters, and funding on-the-job training that will target training opportunities for individuals in the immediate vicinity of the project.</p> <p>The project could also have the indirect effect of generating economic activity and job opportunities, as well as supporting the infill development needed to strengthen and improve existing communities. The cumulative effect of several other programs in the area – including the Cleveland Opportunity Corridor project - should improve the quality of life and livability of the area. See FEIS Section 4. 7 for a detailed description of mitigation measures incorporated into the preferred alternative.</p> <p>(See DEIS "How has public and stakeholder feedback changed the study?" on page 3-3 and Chapter 4. See also the <i>Opportunity Corridor Indirect and Cumulative Effects Assessment Technical Memorandum</i> (July 2012) and the <i>Opportunity Corridor Environmental Justice Technical Memorandum</i> (April 2013), which are on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-10	Beach, David	B-10-2	Future Development	Will the project facilitate the redevelopment of distressed east side neighborhoods?	<p>The project's purpose and need states that the Cleveland Opportunity Corridor must provide a transportation system that supports planned economic development. The Cleveland Opportunity Corridor project will meet the project's purpose and need by creating the infrastructure to support planned revival and redevelopment in and around the "Forgotten Triangle," which is bordered by Kinsman Road, Woodland Avenue and Woodhill Road.</p> <p>However, several other things need to happen for the City to realize its future land use and economic vision. See also the response to Comment B-1-1.</p> <p>(See DEIS Chapter 2, "How will the preferred alternative meet the project purpose and need?" on page 3-9 and "How could the Cleveland Opportunity Corridor project influence the future of the area?" on page 4-41. See also the <i>Opportunity Corridor Indirect and Cumulative Effects Assessment Technical Memorandum</i> (July 2012), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.</p>
		B-10-3	Context Sensitive Solutions	Will the Opportunity Corridor help to create a vibrant place where people want to be or a corridor to pass through?	See the response to Comment B-1-2.
		B-10-4a	Roadway Width	The current design, with its wide road right-of-way and sound walls, certainly does not seem inspired by good place making.	See the response to Comment B-9-4.
		B-10-4b	Noise	The current design, with its wide road right-of-way and sound walls , certainly does not seem inspired by good place making.	See the response to Comment B-9-5.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-10	Beach, David	B-10-5	Other	Does Cleveland want to increase the number of people driving in and out of the city or the number of people living in the city? If the latter, then it's better to constrain highway access so more people will move close to jobs and urban activities.	<p>Increasing the number of people driving in and out of the city is not an element of the project's purpose and need. Increasing the number of people living in the city is also not an element of the purpose and need either.</p> <p>The project's purpose and need states the Cleveland Opportunity Corridor must provide improved access between I-77 and University Circle. The project must also provide improved mobility and better levels of service for existing and projected traffic traveling to, from and within the area between I-77 and University Circle.</p> <p>(See DEIS Chapter 2, FEIS Chapter 2 and the Opportunity Corridor Purpose and Need Statement (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
		B-10-6	Alternatives	Will the Opportunity Corridor reduce overall demand for transportation by car?	<p>The Opportunity Corridor will not reduce demand for travel by car. This is consistent with the project's purpose and need, which is to improve system linkage, improve mobility and support economic development.</p> <p>(See DEIS Chapter 2 and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
		B-10-7	Traffic Operations	What will the project do for the gridlock and parking shortages that exist already in University Circle?	<p>Addressing traffic congestion and parking concerns in University Circle are not elements of the project's purpose and need, which is to improve system linkage, improve mobility and support economic development.</p> <p>However, based on traffic analyses completed for the project and referenced below, the Opportunity Corridor would help the existing roadway network (including some roads providing access to University Circle) to better handle traffic volumes. For example, when the Cleveland Opportunity Corridor is built, traffic on several neighboring roadways and intersections is expected to shift to the new boulevard. With less traffic, these other roadways and intersections will operate better. (See FEIS Appendix C for certified traffic plates.)</p> <p>(See DEIS Chapter 2 and "How would the existing roadway network be affected?" on pages 4-22 and 4-23. See also the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011), the <i>Opportunity Corridor Certified Traffic Plates</i> (June 2012) and the <i>Opportunity Corridor Operational Analysis Technical Memorandum</i> (May 2012, revised June 2012) which are on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-10	Beach, David	B-10-8	Mitigation Measures	Mitigation measures are not enough to offset the negative impacts of a road that will induce more driving in Cleveland.	This comment has been noted in the project record. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
		B-10-9	Alternatives	Perhaps the biggest procedural failing of the Opportunity Corridor planning process was that no real alternatives were studied. Alternatives should have included transportation demand management strategies in University Circle, transit improvements in the Forgotten Triangle area, transit-oriented development strategies around the RTA Rapid stops in the area, and improvements to existing roads.	<p>Numerous alternatives including Transportation Demand Management (TDM) strategies, transit alternatives and improving/utilizing existing roadways were considered before the preferred alternative for the Cleveland Opportunity Corridor project was identified.</p> <p>The DEIS provides a general discussion of these alternatives and refers to several detailed documents, including:</p> <p><i>Cleveland Innerbelt Strategic Plan</i> (July 2004);</p> <p><i>Opportunity Corridor Draft Strategic Plan</i> (September 2006);</p> <p><i>Opportunity Corridor Conceptual Alternatives Study</i> (October 2010);</p> <p><i>Early Analysis of West Alternates</i> (March 2011);</p> <p><i>Analysis of Central Alternates</i> (June 2011); and</p> <p><i>Opportunity Corridor Operational Analysis Technical Memorandum</i> (May 2012; revised June 2012).</p> <p>No decisions regarding the alternatives to be dismissed or carried for further study were made prior to gathering the public's input.</p> <p>Based on the nature of the comments received following the publication of the DEIS and at the public hearing, the project team decided to further elaborate on the numerous alternatives that were studied over the approximate 14 year time period. See FEIS Section 3.3 for a detailed summary of the alternatives development, including how the public was involved in the decision-making process. Section 3.3 also includes extensive text excerpts from previously completed planning reports which were listed above, are on the CD included with the DEIS, and were incorporated by reference into the DEIS and FEIS.</p> <p>It is important to note that no new alternatives were analyzed as part of the combined FEIS/ROD document.</p> <p>The Opportunity Corridor project will not determine future development, including Transit Oriented Development (TOD). See the response to Comment B-1-1.</p> <p>(See DEIS "What other alternatives were studied but are no longer being considered" on pages 3-4 through 3-7.)</p>
B-11	Beach, David	B-11-1	Impacts and Benefits	Where will the project have the greatest impact? Who will benefit the most?	See the response to Comment B-10-1.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-11	Beach, David	B-11-2	Future Development	Will the project facilitate the redevelopment of distressed east side neighborhoods?	See the response to Comment B-10-2.
		B-11-3	Context Sensitive Solutions	Will the Opportunity Corridor help to create a vibrant place where people want to be or a corridor to pass through?	See the response to Comment B-1-2.
		B-11-4a	Roadway Width	The current design, with its wide road right-of-way and sound walls, certainly does not seem inspired by good place making.	See the response to Comment B-9-4.
		B-11-4b	Noise	The current design, with its wide road right-of-way and sound walls , certainly does not seem inspired by good place making.	See the response to Comment B-9-5.
		B-11-5	Other	Does Cleveland want to increase the number of people driving in an out of the city or the number of people living in the city? If the latter, then it's better to constrain highway access so more people will move close to jobs and urban activities.	See the response to Comment B-10-5.
		B-11-6	Alternatives	Will the Opportunity Corridor reduce overall demand for transportation by car?	See the response to Comment B-10-6.
		B-11-7	Traffic Operations	What will the project do for the gridlock and parking shortages that exist already in University Circle?	See the response to Comment B-10-7.
		B-11-8	Project Funding	The state must change its transportation funding policy so the opportunity can be reallocated to help build a truly more sustainable city.	The Opportunity Corridor project is one of the projects that was recommended for funding in Governor Kasich's Jobs and Transportation Plan (see www.dot.state.oh.us/news/Pages/Ohio-Jobs-and-Transportation-Plan-MORE-PROJECTS--FASTER.aspx). Most of the identified project funds have limitations on how the money can be spent. Most - if not all – of the funding identified to build the Opportunity Corridor must be spent on transportation infrastructure projects.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-12	Beckwith II, Winston	B-12-1	Quincy Avenue Closure	What will be the alternative routes for traffic going across from Woodhill to 105th to Quincy?	The project would close Quincy Avenue between E. 105th Street and Woodhill Road. Although Quincy Avenue would be closed to vehicular traffic, access for bicycles, pedestrians and emergency services would be maintained. The alternative route for traffic traveling from Woodhill Road to E. 105th Street via Quincy Avenue would be to use Woodland Avenue and E. 93rd Street to access the new boulevard and continue to E. 105th Street. The travel distance for the existing and new routes would be nearly equivalent. (See DEIS "How would existing roads and access points be changed?" on page 4-22.)
		B-12-2	Mitigation Measures	Will ODOT be accountable for its actions regarding mitigation measures?	ODOT, on behalf of FHWA, will implement or will coordinate with other agencies as needed to confirm that the environmental commitments and mitigation measures are implemented. Failure to comply with the project's commitments would result in the loss of federal funding for the project. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-13	Bonacci, Chuck	B-13-1	Existing Roadways	I don't understand the need for any of the project that is currently underway or the Opportunity Corridor as the roads that are currently there seem under traveled for the most part. I think an easier solution could be better sequencing of stoplights and using roundabouts.	Sequencing traffic signals and using roundabouts alone would not support the project purpose and need. Specifically, these measures would not improve system linkage by providing the missing east-west arterial street between I-77 and University Circle or provide the transportation infrastructure to support planned economic development in and around the Forgotten Triangle. (See DEIS Chapter 2 and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011) which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)
		B-13-2	Schedule	How long will this project take?	The Cleveland Opportunity Corridor project likely will be built in phases. ODOT has developed a preliminary phasing plan of two sections, but that could be changed during final design or as funding becomes available. Section 1 will be the East 105th Street Corridor. Section 2 will be from I-490-East 55th Street to Quincy Avenue. Right now, construction on Section 1 is expected to begin in 2014 and finish in 2016. Construction on Section 2 is expected to begin in 2015 and finish in 2018. (See DEIS "When would the project be built?" on pages 3-9 and 3-10.)

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-13	Bonacci, Chuck	B-13-3	Traffic Operations	How will this project benefit people traveling from the southeast?	<p>Improving system linkage and mobility to and from the southeast is not part of the project purpose and need, which is to provide improved access between I-77 and University Circle. However, the Opportunity Corridor will include a signalized intersection at Kinsman Avenue, which attracts traffic from Cleveland's southeast side and would provide a connection to the Interstate system.</p> <p>(See DEIS Chapter 2 and the Opportunity Corridor <i>Purpose and Need Statement</i> (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
B-14	Brown, Larry	B-14-1	Street Closures	If the streets will be closed off, will I still be able to play piano at church on Sunday if no busses are able to take me?	Based on the information provided, it appears that the proposed street closures would impact one of the potential travel routes (East 89th Street) between the referenced home and the Manna Church (8019 Cedar Avenue). However, two other alternative routes exist (East 79th Street and East 105th Street). In the worst case scenario, these alternative routes would add 0.1 miles (528 feet) to the travel distance.
B-15	Bryan, Andre	B-15-1	Future Development	Please provide detailed information on development plans after the corridor (roadways) are completed.	See the response to Comment B-1-1.
B-15	Bryan, Andre	B-15-2	Workforce Development	What is the plan to include residents in work during construction?	<p>ODOT will provide, at a minimum, \$500,000 to be utilized for on-the-job training. Federal-aid transportation funds will not be utilized for this mitigation measure.</p> <p>This mitigation measure would target training opportunities for individuals in the immediate vicinity of the project. These could include, but would not be limited to, opportunities related to the Opportunity Corridor construction contract(s). By targeting a diverse range of training opportunities, the program will maximize benefits to the impacted communities. For instance, long term benefits would be maximized if individuals who are trained can find permanent jobs.</p> <p>Workforce development and job training are discussed in FEIS Section 4. 7.</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-16	Caja, Daniel	B-16-1	Existing Roadways	Money should be spent on re-timing traffic lights and repairing existing roads.	See the response to Comment B-2-2. Re-timing traffic signals would not support the project purpose and need. Specifically, signal timing would not improve system linkage by providing the missing east-west arterial street between I-77 and University Circle. Sequencing signals also would not provide the transportation infrastructure to support planned economic development in and around the Forgotten Triangle. (See DEIS Chapter 2 and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011) which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)
		B-16-3	Transit	Money should be spent on better transit infrastructure.	See the response to Comment B-2-3.
		B-16-4	Bicycles	Money should be spent on a citywide bicycle infrastructure.	Improvements to bicycle infrastructure alone would not meet the purpose of and need for the Opportunity Corridor project, which is to improve system linkage, improve mobility and support economic development. The Opportunity Corridor project has a stated goal of improving infrastructure for pedestrians and bicycles. To accomplish that objective, the project will include a 10-foot pedestrian/bike path on the south side of the roadway which will improve the City's bikeway network. It would also improve connections between existing bikeways located at East 55th Street, East 79th Street, Quincy Avenue, and Chester Avenue, as well as the Euclid Avenue Corridor bike lanes. The project will also improve bicycle movements that are currently blocked by the Kingsbury Run Valley and the Norfolk Southern Railway (NS) Cleveland Main Line. For additional details of how the proposed project will affect bicyclists, see FEIS Section 4. 4. (See DEIS Chapter 2, "How would bicycles and pedestrians be affected?" on pages 4-19 through 4-22, and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)
B-17	Carroll, David	B-17-1	General Opposition	I do not want the highway coming through my neighborhood because it will be killing the neighborhood and will hurt the people in the area.	This comment has been noted in the project record.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-18	Cartto, Wendy	B-18-1	Quincy Avenue Closure	<p>The Opportunity Corridor will cul-de-sac a major North-South connection at East 105th Street & Quincy. This will cut off RTA bus routes and those traveling by car or foot. East 105th Street & Quincy Avenue is a major thoroughfare. I'm asking that ODOT seriously consider not taking such action as closing this important access route.</p>	<p>Based on the preliminary engineering, it is not possible to connect Quincy Avenue to the proposed Opportunity Corridor boulevard and meet necessary design standards without incurring excessive costs for the reconstruction of multiple roadway and railroad bridges.</p> <p>Therefore, Quincy Avenue would be closed between East 105th Street and Woodhill Road. As requested by the City of Cleveland, access for bicycles, pedestrians and emergency service providers would be maintained via a drive on Quincy Avenue to mitigate the impacts of the closure. See FEIS Section 4. 5 for a more detailed description of the design constraints associated with connecting Quincy Avenue to the proposed Opportunity Corridor boulevard.</p> <p>The closure of Quincy Avenue would impact approximately four bus stops on GCRTA Bus Route 11 and one bus stop on GCRTA Bus Route 10. GCRTA will modify bus routes as necessary to maintain access for the transit dependent public housing populations located east of Woodhill Road and north of Woodland Avenue. All modifications to existing public transportation services will be made in accordance with GCRTA's Title VI Program.</p> <p>See FEIS Section 4. 6 for further information related to impacts to public transportation.</p> <p>(See DEIS "How would existing roads and access points be changed?" on page 4-22.)</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-18	Cartto, Wendy	B-18-2	Noise	Traffic noise may cause impacts.	<p>Traffic noise impacts were evaluated during the project's development. The noise studies identified impacts from predicted increases in traffic noise. According to federal regulations and state policy, noise barriers are considered when noise impacts are predicted to result from the construction of a roadway project.</p> <p>Noise walls were found to be reasonable and feasible in three areas to mitigate increased traffic noise. The final decision about whether to build the noise walls will not be made until the project is in its final design stage.</p> <p>In accordance with its noise policy, ODOT will gather input from residents and property owners who would be affected by the noise walls. ODOT will decide whether to build the noise walls based on the desires of the affected people. If noise walls are desired, the people who are affected will help decide how the walls will look on their side of the wall. This could include using transparent materials to increase visibility, as well as other alternative materials to improve the look of the barriers.</p> <p>(See DEIS "How would traffic noise levels change?" on pages 4-23 through 4-25 and the <i>Opportunity Corridor Noise Analysis Report</i> (December 2012), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
		B-18-3	Air Quality	Pollution from the emission of fumes from vehicles coming through the neighborhood will have a negative impact.	<p>Substantial air quality impacts are not anticipated to result from the project. All project-level air quality analyses and conclusions were coordinated with Ohio EPA, who concurred with the conclusions. The USEPA also concurred that the Opportunity Corridor project was not a project of air quality concern and has met the statutory requirements of the Clean Air Act.</p> <p>(See DEIS "Would air quality be affected?" on pages 4-25 and 4-26. See also the <i>Opportunity Corridor CO Hot-Spot (Microscale) Analysis Report</i> (November 2012) and <i>Opportunity Corridor Qualitative Mobile Source Air Toxics (MSAT) Analysis Report</i> (November 2012) which are on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-18	Cartto, Wendy	B-18-4	89th Street Closure	Dead ending and closing of East 89th Street at Woodland will force transit dependent people to walk further to access the #10 RTA bus service. Currently there is no RTA bus service for Woodland Avenue.	<p>The Cleveland Opportunity Corridor project will not require transit dependent individuals to walk further as a result of the closure at East 89th Street.</p> <p>To mitigate the impacts of the closure, the project will build a pedestrian/bike bridge over the NS Nickel Plate/GCRTA Red Line at East 89th Street to maintain bike and pedestrian connectivity. The proposed bridge will be maintained by the City of Cleveland and will include lighting to enhance safety. The construction of the pedestrian/bike bridge means that walking and biking distances for those who currently use the East 89th Street Bridge will not substantially change.</p> <p>South of Woodland Avenue, East 89th Street will be cul-de-sac'd to avoid adding a fifth leg to the proposed intersection of Woodland Avenue and the Opportunity Corridor boulevard. In this area, the sidewalk will be extended to the new roadway to maintain pedestrian connections. See FEIS Sections 4. 4 and 4. 5 for additional information on impacts to bicycles and pedestrians, as well as changes to existing roads and access points.</p> <p>(See DEIS "How would existing roads and access points be changed" on page 4-22 and "Would low-income and minority populations be affected? on pages 4-17 through 4-31).</p>
		B-18-5	Impacts and Benefits	The true beneficiaries of this \$331 million project are the commuters who don't live in the neighborhoods impacted.	See the response to Comment B-10-1.
		B-18-6	Workforce Development	There need to be some guarantees or concessions by ODOT regarding job creation and viable-expedited training programs that will assist residents in obtaining jobs at the onset of construction of the corridor.	See the response to Comment B-15-2.
		B-18-7	Future Development	There need to be some guarantees or concessions by ODOT regarding business development and enhancements for economic growth for all of the neighborhoods impacted.	<p>ODOT is not the land use authority within the study area. Therefore, ODOT cannot provide guarantees regarding business development and other related issues such as economic growth issues.</p> <p>See the responses to Comment B-1-1 and Comment B-10-2.</p>
		B-18-8	Workforce Development	Expedited job training programs must coincide with the project's implementation.	See the response to Comment B-15-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-18	Cartto, Wendy	B-18-9	Relocation Process	<p>ODOT must provide fair compensation and relocation funds to owners of properties that are in the direct path of the corridor.</p>	<p>The purchase of private property and cost of moving residents, businesses and churches to build the project would be regulated by state and federal laws, including the <i>Uniform Relocation Assistance and Real Property Acquisition Policies Act</i> (Uniform Act).</p> <p>These laws provide for the fair and equal treatment of all persons affected by the project. These laws include several specific measures to address the financial concerns identified by residents.</p> <p>As part of the property-buying process, a relocation agent would help everyone required to move because of the project. The agent helps with finding replacement housing, contacting lending agencies and moving companies, processing claims for payment and processing appeals.</p> <p>Information about the federal-aid relocation process was included as part of the presentations for every public meeting held for the Cleveland Opportunity Corridor project since 2010. FEIS Section 4. 3 provides additional details regarding the relocation process.</p> <p>(See DEIS "Would any homes businesses or churches be relocated?" on pages 4-6 through 4-18.)</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-19	Cheairs, Wyonette	B-19-1	89th Street Closure	Maintain local access on E. 89th St and Woodland Road.	<p>The preferred alternative would build a traffic signal at Woodland Avenue. If 89th Street is extended to the Opportunity Corridor boulevard, it would create a 5-legged intersection at this location. This would introduce traffic operational and safety concerns.</p> <p>Therefore, East 89th Street would be closed between Woodland and Nevada avenues. To mitigate the impacts of this closure, ODOT would resurface Frederick Avenue and convert East 86th Street to a two-way roadway between Frederick and Woodland avenues. This will allow vehicular access to/from East 89th Street to be maintained via Woodland Avenue.</p> <p>South of Woodland Avenue, East 89th Street will be cul-de-sac'd to avoid adding a fifth leg to the proposed intersection of Woodland Avenue and the Opportunity Corridor boulevard. However, vehicular access will be maintained via Buckeye Road and the new Opportunity Corridor boulevard. In this area, the sidewalk will also be extended to the new roadway to maintain pedestrian connections. See FEIS Section 4. 5 for additional information on changes to existing roads and access points.</p> <p>Finally, the project will build a pedestrian/bike bridge over the NS Nickel Plate/GCRTA Red Line at East 89th Street to maintain bike and pedestrian connectivity. The proposed bridge will be maintained by the City of Cleveland and will include lighting to enhance safety.</p> <p>(See DEIS "How would existing roads and access points be changed" on page 4-22 and "Would low-income and minority populations be affected?" on pages 4-17 through 4-31.)</p>

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-19	Cheairs, Wyonette	B-19-2	Relocation Process	Provide sufficient funding for those being displaced. Fair market value in this depressed economy is insufficient to relocate.	<p>According to the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), in addition to receiving just compensation for any property acquired to construct the project, displaced property owners and tenants would also receive relocation assistance.</p> <p>There are also provisions to ensure that decent, safe, and sanitary comparable replacement housing is within the financial means of the displaced person. When such housing cannot be provided using replacement housing payments within the statutory limits, the Uniform Act provides "housing of last resort" to provide agencies with the flexibility necessary to respond to difficult or unique displacement conditions.</p> <p>ODOT also uses Rental Assistance Entitlements to provide additional payments when the monthly cost of rent and utilities of the agency selected comparable replacement dwelling exceed the current costs at the displacement site. This program is also used to provide rental assistance payments to low-income households.</p> <p>An additional benefit ODOT offers to all tenants is a Down-Payment Assistance payment.</p> <p>The U. S. Department of Transportation has issued a temporary waiver to deal with situations of negative equity which exist in some localized real estate market conditions. This waiver, which expires December 31, 2014, was issued to minimize hardship caused when residents are forced to relocate to accommodate a public improvement project. If the USDOT negative equity waiver expires before the project is complete, ODOT will continue to offer these benefits through the conclusion of the project.</p> <p>In addition, ODOT will make Increased Interest Payments to any residential owner-occupant who loses their existing favorable financing rate due to displacement by our project.</p> <p>ODOT will also pay for all closing costs normally paid by the residential owner-occupant in the purchase of their replacement dwelling.</p> <p>Finally, ODOT will pay for all moving expenses of anyone displaced by our highway project.</p> <p>The programs listed above will be used by ODOT on a case-by-case basis to assure that relocations would not be a financial hardship to the affected owners and tenants. FEIS Section 4. 3 provides additional details regarding the relocation process.</p>
		B-19-3	Public Involvement	Provide more time for planning necessary to address community concerns.	This FEIS addresses all of the comments received on the DEIS. See FEIS Chapter 5 for a summary of the comments received and how they were addressed.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-20	Cheairs, Wyonette	B-20-1	Impacts and Benefits	The major benefactor will be commuters from outside the impacted community.	See the response to Comment B-10-1.
		B-20-2	Quincy Avenue Closure	Closing Quincy Avenue will create barriers for the thousands of people who travel this street and rely on public transportation. This is the route for the #10 bus line which is one of GCRTA high volume buses.	See the response to Comment B-18-1.
		B-20-3	89th Street Closure	Creating a cul-de-sac on East 89th will adversely affect local travel patterns.	See the response to Comment B-19-1.
		B-20-4	Street Closures	Creating cul-de-sacs on nine streets does not improve mobility, nor does it improve the system linkages with the community, but it does the opposite by creating barriers for stakeholders.	<p>Multiple local residential streets would be closed or cul-de-sac'd to provide for safe and efficient traffic operations on the proposed boulevard. The impacted streets are relatively short roadway sections that do not provide much benefit in terms of overall network connectivity.</p> <p>The preferred alternative includes commitments to address the impacts related to street closures. These include extending sidewalks to maintain pedestrian connections; building two bike/pedestrian bridges; helping to create a new entrance to the St. Hyacinth neighborhood; maintaining access to/from East 89th Street via Frederick Avenue and East 86th Street and maintaining access for bicycles, pedestrians and emergency service providers at Quincy Avenue.</p> <p>Based on an evaluation of the street closures and the incorporated mitigation measures, the Cleveland Opportunity Corridor project is anticipated to have minor negative impacts on local connectivity and mobility. Furthermore, the improved vehicular, bicycle and pedestrian connectivity and mobility resulting from the construction of the project are expected to outweigh these minor impacts. An expanded discussion of the effects of street closures is included in Section 4. 5 of the FEIS.</p> <p>(See DEIS "How would existing roads and access points be changed?" on page 4-22.)</p>
		B-20-5	Relocation Process	Ensure stakeholders are fairly compensated for being displaced. Fair market value in this economy is insufficient and will not adequately compensate people for being displaced.	See the response to Comment B-19-2.

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-20	Cheairs, Wyonette	B-20-6	Pedestrian Mobility	Roads are not pedestrian friendly with wide turn radius, and numerous blocks in between stop lights.	<p>The project team evaluated if it would be possible to reduce curb return radii to further lessen the distance pedestrians would have to cross at intersections.</p> <p>After further coordination with City of Cleveland and the local CDC's, it was decided to keep the larger curb return radii. This would allow trucks and busses to safely turn corners within the roadway area rather than hopping the curbs or blocking opposing movements. It was determined that the safety benefits of this design outweighed the benefits of reduced intersection areas.</p> <p>See the response to Comment B-3-1 for a discussion of block lengths. See also FEIS Section 4. 4.</p>
		B-20-7	Air Quality	This corridor will cause more pollution from the vehicle emissions.	See the response to Comment B-18-3.
		B-20-8	Mitigation Measures	The measures being proposed to "mitigate the unavoidable impacts" are unacceptable. Some of the impacts are avoidable if more time is spent to find acceptable solutions.	This comment has been noted in the project record. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
		B-20-9	Workforce Development	Expedited job training programs must coincide with the project implementation. Training need to start as soon as possible to ensure residents can work on the project	See the response to Comment B-15-2.
B-21	Chimileski, Ms.	B-21-1	General Support	I'm all for the project due to continued decline in the area.	This comment has been noted in the project record.
B-21a	Cissell, Rich	B-21a-1	Future Development	This project does not improve the underserved, economically depressed area in the City of Cleveland.	See the responses to Comment B-1-1 and Comment B-10-2.
		B-21a-2	Transit	The project does nothing to provide or improve any transit options for any of the people living in the neighborhood.	See the response to Comment B-2-3.
		B-21a-3	Street Closures	There are going to be 19 new dead-end streets as a result of the project.	See the response to Comment B-20-4.

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-21a	Cissell, Rich	B-21a-4	Existing Roadways	If we can't take care of the roads already down here, it doesn't make much sense to start building new ones.	See the response to Comment B-2-2.
B-22	Cole, Ms.	B-22-1	Project Funding	This corridor, in my opinion, seems to be here to please the Big C, which is Cleveland Clinic and the juvenile detention center; not the kids, but the judges. Some of this really is a waste because they can really be using this money to help our kids if they really wanted to change this community.	The funds allocated to this project can be utilized for transportation projects only. Funding for neighborhood programs aimed at helping kids must be secured from other sources. See the response to Comment B-11-8.
B-23	Collins, Walter	B-23-1	Workforce Development	My concern is minority participation (training and DBE program).	Funding for on-the-job training is included as a mitigation measure in the Cleveland Opportunity Corridor project (see the response to Comment B-15-2). Increasing the DBE goal to a specific target was not included as a final mitigation measure. ODOT will establish the DBE goal for the construction contract(s) according to its standard policy, which considers the engineer's estimate for construction cost, scope of work items, project location and DBE contractors available to complete the work. ODOT will maximize the DBE goal for the construction contract(s) to the greatest extent possible under its policy.
		B-23-2	DBE Goal	Somebody should monitor minority participation (DBE requirements) with good faith effort.	<p>ODOT will establish the DBE goal for the construction contract(s) according to its standard policy, which considers the engineer's estimate for construction cost, scope of construction work items, project location and DBE contractors available to complete the work. ODOT will maximize the DBE goal for the construction contract(s) to the greatest extent possible. ODOT will monitor the construction contract(s) to assure that DBE goals are being met to the greatest extent possible.</p> <p>Increasing the DBE goal to a specific target was not included in the project as a final mitigation measure. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).</p>
B-24	Conner, Yvonne	B-24-1	Relocation Process	Consider providing fair market value for properties that will become part of eminent domain.	See the response to Comment B-19-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-24	Conner, Yvonne	B-24-2	Mitigation Measures	Mitigation measures are helping to make the project more bearable for those neighbors and businesses that will be displaced.	This comment has been noted in the project record. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-25	Conway, Nichelle	B-25-1	Quincy Avenue Closure	The Opportunity Corridor will cul-de-sac a major North-South connection at East 105th Street & Quincy. This will cut off RTA bus routes and those traveling by car or foot. East 105th Street & Quincy Avenue is a major thoroughfare. I'm asking that ODOT seriously consider not taking such action as closing this important access route.	See the response to Comment B-18-1.
		B-25-2	Noise	Traffic noise may impact neighborhoods.	See the response to Comment B-18-2.
		B-25-3	Air Quality	Environmental issues such as pollution from the emission of fumes from vehicles coming through the neighborhood will have a negative impact.	See the response to Comment B-18-3.
		B-25-4	89th Street Closure	Dead ending and closing of East 89th Street at Woodland will force transit dependent people to walk further to access the #10 RTA bus service. Currently there is no RTA bus service for Woodland Avenue.	See the response to Comment B-18-4.
		B-25-5	Impacts and Benefits	The true beneficiaries of this \$331 million project are the commuters who don't live in the neighborhoods impacted.	See the response to Comment B-10-1.
		B-25-6	Workforce Development	There need to be some guarantees or concessions by ODOT regarding job creation and viable-expedited training programs that will assist residents in obtaining jobs at the onset of construction of the corridor. Expedited job training programs must coincide with the project's implementation.	See the response to Comment B-15-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-25	Conway, Nichelle	B-25-7	Future Development	There need to be some guarantees or concessions by ODOT regarding business development and enhancements for economic growth for all of the neighborhoods impacted.	See the response to Comment B-18-7.
		B-25-8	Relocation Process	ODOT must provide fair compensation and relocation funds to owners of properties that are in the direct path of the corridor.	See the response to Comment B-19-2.
B-26	Crosby, Donna	B-26-1	89th Street Closure	If 89th street is closed off, it would make it harder for us to get to our church on Cedar Avenue. We travel from Bedford three times a week.	To access destinations near the intersection of East 89th Street and Cedar Avenue from Bedford, there are several alternative north-south routes available in the area of the proposed boulevard including East 79th Street, East 83rd Street and East 93rd Street. In the worst case scenario, it is estimated that these alternative routes would add approximately 0. 5 miles to the travel distance, resulting in a total travel distance of 12. 9 miles. However, it is estimated that using East 93rd Street between Buckeye Road and Cedar Avenue would result in almost no change to the current overall travel distance (approximately 12. 4 miles). See also the response to Comment B-19-1.
B-27	Crosby, Darrel	B-27-1	89th Street Closure	I live in Bedford. I do work in the area, which I help senior citizens, who are members of our church on Cedar Avenue. If the street or any for this reason is closed it would be very hard to help them. Our community needs all access to east 89th street open.	See the response to Comment B-26-1.
B-28	Danzy, Mark	B-28-1	Quincy Avenue Closure	The Opportunity Corridor will cul-de-sac a major North-South connection at East 105th Street & Quincy. This will cut off RTA bus routes and those traveling by car or foot. East 105th Street & Quincy Avenue is a major thoroughfare. I'm asking that ODOT seriously consider not taking such action as closing this important access route.	See the response to Comment B-18-1.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-28	Danzky, Mark	B-28-2	Noise	Traffic noise may impact neighborhoods.	See the response to Comment B-18-2.
		B-28-3	Air Quality	Environmental issues such as pollution from the emission of fumes from vehicles coming through the neighborhood will have a negative impact.	See the response to Comment B-18-3.
		B-28-4	89th Street Closure	Dead ending and closing of East 89th Street at Woodland will force transit dependent people to walk further to access the #10 RTA bus service. Currently there is no RTA bus service for Woodland Avenue.	See the response to Comment B-18-4.
		B-28-5	Impacts and Benefits	The true beneficiaries of this \$331 million project are the commuters who don't live in the neighborhoods impacted.	See the response to Comment B-10-1.
		B-28-6	Workforce Development	There need to be some guarantees or concessions by ODOT regarding job creation and viable-expedited training programs that will assist residents in obtaining jobs at the onset of construction of the corridor. Expedited job training programs must coincide with the project's implementation.	See the response to Comment B-15-2.
		B-28-7	Future Development	There need to be some guarantees or concessions by ODOT regarding business development and enhancements for economic growth for all of the neighborhoods impacted.	See the response to Comment B-18-7.
		B-28-8	Relocation Process	ODOT must provide fair compensation and relocation funds to owners of properties that are in the direct path of the corridor.	See the response to Comment B-19-2.
B-29	Fedarko, Micheal	B-29-1	General Opposition	Why isn't \$331 million used for the schools and our children? Because that is our future, not roads.	See the response to Comment B-70-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-30	Fletcher, Ronald	B-30-1	Workforce Development	I would like to be at the front table for employment for Fairfax residents.	See the response to Comment B-15-2.
B-31	Fletcher, Ronald	B-31-2	Workforce Development	I would like to be at the front table for employment for Fairfax residents.	See the response to Comment B-30-1. Residents of Fairfax would be able to apply for on-the-job training.
B-32	Fowler, Avon	B-32-1	89th Street Closure	Blocking off 89th Street will lead to increased crime and will impact existing bus routes.	<p>Constructing a cul-de-sac on East 89th Street south of the proposed boulevard is not expected to increase crime because of its proximity to the signalized intersection at Buckeye Road and the boulevard. The level of traffic at this location, as well as the proximity of the Kenneth L. Johnson Recreation Center, could help to deter crime. Also, the remaining residential structures in this area will be relocated by the project. As a result, there will not be increased isolation in this area.</p> <p>Constructing a cul-de-sac on East 89th Street north of the proposed boulevard also is not expected to increase crime. Although through-traffic on East 89th Street will be eliminated, access to the existing residential areas will remain off of East 93rd Street and Buckeye Road, thus maintaining local traffic volumes. In addition, no relocations are required in the area of the East 89th Street cul-de-sac.</p> <p>The NS Nickel Plate Line and the GCRTA Red Line currently serve as barriers to this area, a condition that will not be altered by the project. Therefore, the project is not anticipated to create further isolation that could lead to increased crime.</p> <p>The project will build a pedestrian/bike bridge over the NS Nickel Plate/GCRTA Red Line at East 89th Street to maintain bike and pedestrian connectivity. The proposed bridge will include lighting to enhance safety. The Opportunity Corridor boulevard, sidewalks and multi-purpose path will also include lighting.</p> <p>See also the response to Comment B-18-4 regarding access to bus routes.</p>
B-33	Garth, Gwendolyn	B-33-1	Impacts and Benefits	What are the opportunities associated with the project? And who are the opportunities for. . . really?	See the response to Comment B-10-1.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-34	Gelfand, Marty	B-34-1	Alternatives	<p>The preferred alternative hasn't been and isn't always the right way to go. I suggest that instead of an Opportunity Corridor, we use existing roads through existing economic corridors. Designate I-490 as the I-90 business bypass. I-490 connects with East 55th Street, which provides a straight line to the Shoreway and connects I-490 with I-90. We also can use existing roads such as Woodland Avenue, East 105th Street, I-490 and the Shoreway at Eddy Road. It connects more neighborhoods, it does what the folks want this road to do, which is connect downtown with University Circle. But I think it's does more. Call it the I-90 business bypass.</p>	<p>Improving and/or utilizing existing routes between I-490 and University Circle would not support the project purpose and need of improving access and mobility within the Forgotten Triangle area and supporting redevelopment.</p> <p>See also the response to Comment B-10-9.</p> <p>(See DEIS Chapter 2, FEIS Chapter 2 and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-35	Gilliam, AJ	B-35-1	Relocation Process	Please re-draw Lisbon Road to be taken. I would like to be relocated due to continued decline and isolated residences in the area.	<p>Residences located on Lisbon Road would not be directly impacted by the project and therefore are not eligible for relocation as part of the project.</p> <p>As part of the project, ODOT will implement a voluntary residential relocation assistance program (VRAP). This program will allow some residents whose homes are not directly impacted by the project to apply for assistance to relocate to another area. The residences located on Lisbon Road were evaluated to determine if they would be eligible for the voluntary residential relocation program. However, the residences were not found to be eligible for the following reasons:</p> <ul style="list-style-type: none"> • These residences would not have direct access to the boulevard, nor would they be located in the an intersection influence area. • Several residences would remain in this area. The remaining residents would benefit from improved multi-modal system linkage and connectivity provided by the project. <p>Specifically, new crossings of the Kingsbury Run Valley, the GCRTA Blue and Green Lines, and the NS Cleveland Line would be constructed. Additionally, new bicycle and pedestrian facilities would be constructed as part of the boulevard. These crossings and multi-modal options would make it easier for residents to access key goods, services, and community facilities.</p> <p>Should baseline conditions change prior to the start of land acquisition, ODOT will complete a reevaluation of the properties eligible for the VRAP. The VRAP is discussed in Section 4. 7 of the FEIS.</p> <p>(See also the <i>Opportunity Corridor Environmental Justice (EJ) Mitigation Residential Voluntary Relocation Assistance Program (VRAP) Technical Memorandum</i> (May 2013), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
		B-35-2	Relocation Process	How does it work if you are upside down on your mortgage? The question people really want to know without asking is how much are they going to get for their homes?	See the response to Comment B-19-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-36	Gilliam, Blanch	B-36-1	Quincy Avenue Closure	The Opportunity Corridor will cul-de-sac a major North-South connection at East 105th Street & Quincy. This will cut off RTA bus routes and those traveling by car or foot. East 105th Street & Quincy Avenue is a major thoroughfare. I'm asking that ODOT seriously consider not taking such action as closing this important access route.	See the response to Comment B-18-1.
		B-36-2	Noise	Traffic noise may impact neighborhoods.	See the response to Comment B-18-2.
		B-36-3	Air Quality	Environmental issues such as pollution from the emission of fumes from vehicles coming through the neighborhood will have a negative impact.	See the response to Comment B-18-3.
		B-36-4	89th Street Closure	Dead ending and closing of East 89th Street at Woodland will force transit dependent people to walk further to access the #10 RTA bus service. Currently there is no RTA bus service for Woodland Avenue.	See the response to Comment B-18-4.
		B-36-5	Impacts and Benefits	The true beneficiaries of this \$331 million project are the commuters who don't live in the neighborhoods impacted.	See the response to Comment B-10-1.
		B-36-6	Workforce Development	There need to be some guarantees or concessions by ODOT regarding job creation and viable-expedited training programs that will assist residents in obtaining jobs at the onset of construction of the corridor.	See the response to Comment B-15-2.
B-36	Gilliam, Blanch	B-36-7	Future Development	There need to be some guarantees or concessions by ODOT regarding business development and enhancements for economic growth for all of the neighborhoods impacted.	See the response to Comment B-18-7.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-36	Gilliam, Blanch	B-36-8	Workforce Development	Expedited job training programs must coincide with the project's implementation.	See the response to Comment B-15-2.
		B-36-9	Relocation Process	ODOT must provide fair compensation and relocation funds to owners of properties that are in the direct path of the corridor.	See the response to Comment B-19-2.
B-37	Gillon, Jacqueline	B-37-1	Impacts and Benefits	As a resident of Slavic Village and a member of Elizabeth Baptist Church, it is important that our neighborhood is treated with the quality that a suburban neighborhood that is impacted by major construction would be treated.	The Cleveland Opportunity Corridor project is being developed according to requirements of the National Environmental Policy Act of 1969 (NEPA) and many other state and federal policies, regulations, laws, guidance documents and executive orders. Furthermore, the alternatives for the Cleveland Opportunity Corridor project were developed through the ODOT's Project Development Process (PDP), which uses environmental and engineering studies to find solutions for transportation problems. ODOT's PDP and many of the policies, regulations and laws that have governed the project's development are designed to assure that every project is evaluated in an objective manner, regardless of its geographic location. Likewise, mitigation for potential impacts is evaluated and incorporated into every project, as appropriate. See the response to comment B-10-1.
		B-37-2	Workforce Development	Every effort should be made to hire individuals that live in the impacted zip codes.	See the responses to Comment B-15-2 and Comment B-30-1. Individuals who live in the impacted zip codes would be able to apply for on-the-job training.
		B-37-3	Mitigation Measures	The mitigation measures proposed for the St. Hyacinth neighborhood are a real opportunity to enhance the quality of life in St. Hyacinth and to remove the air and noise pollution that has impacted this neighborhood for years.	This comment has been noted in the project record. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-38	Gliha, Charles	B-38-1	Existing Roadways	Clevelanders and Ohioans need their tax dollars spent wisely, not recklessly. I am tired of having to spend money to repair my car damaged by poorly maintained roads. Please fix Cleveland's streets!	See the response to Comment B-2-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-38	Gliha, Charles	B-38-2	Mitigation Measures	Proposed mitigation measures are "sweeteners" to sway a skeptical citizenry and are pathetic.	This comment has been noted in the project record. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-39	Gonzalez, Ms.	B-39-1	General Support	I'm all for the project due to continued decline in the area.	This comment has been noted in the project record.
B-40	Gray, Bobbie	B-40-1	General Opposition	You want to give us one-way streets, dead-end streets, fence us out and fence us in. This project is wrong.	This comment has been noted in the project record.
B-41	Gray, Ms.	B-41-1	Other	I've lived in the area for 62 years.	This comment has been noted in the project record.
B-42	Gray, Mr.	B-42-1	General Opposition	I have a problem with spending \$331 million on a roadway when all they're really trying to do is connect 490 at 55th Street to get people out to the Cleveland Clinic or what they want to call, the University Circle area. I'd rather see them spend the money in schools.	See the responses to Comment B-70-2 and Comment B-10-1.
		B-42-2	Alternatives	As far as the roadway, if they create HOV lanes, they can move a lot of traffic safely through the area.	HOV lanes were evaluated as part of the Cleveland Innerbelt study but dismissed because they did not have a major impact on bus ridership nor any real congestion impact in the peak hour as measured in vehicle hours of delay. The alternatives considered as part of the Cleveland Innerbelt study are described in FEIS Section 3. 3. See also the response to Comment B-10-9.
		B-42-3	Schedule	You know, when I worked for Dalton & Dalton architectural firm, we worked on the Burke Lakefront airport expansion. Now they're down there doing the work. It takes a long time, like it did with this project.	See the response to Comment B-13-2.
		B-42-4	Other	I'm only here because of my mom. She wants to get away from the place the road is going to come through.	This comment has been noted in the project record.
B-43	Gruber, Chris	B-43-1	Pedestrian Mobility	Provide tree lawns for an extra barrier between the sidewalk and street.	The Opportunity Corridor boulevard would have tree lawns, except on bridges. (See DEIS Figure 4-22 on pages 4-20 and 4-21.)

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-43	Gruber, Chris	B-43-2	Pedestrian Mobility	Provide better lighting on the street and sidewalk to help drivers as well as pedestrians.	Combined street and pedestrian lighting would be included along the Opportunity Corridor boulevard. The bike/pedestrian bridges at East 59th Street and East 89th Street will also include lighting to enhance safety. See FEIS Section 4.4. (See DEIS "How would the project visually affect neighborhoods?" on pages 4-27 and 4-28.)
		B-43-3	Pedestrian Mobility	Install audible crosswalks at all intersections.	Crosswalk treatments will be determined during the final design of the project. Coordination with the project stakeholders, including the Cleveland Sight Center, will be on-going during final design.
		B-43-4	Pedestrian Mobility	Install tactile surfaces at all crosswalks.	See the response to Comment B-43-3.
		B-43-5	Pedestrian Mobility	Brightly paint (high contrast) lines where there are transitions in pavement especially is a step up or down.	The inclusion of paint in pavement transition areas will be determined during the final design of the project. Coordination with the project stakeholders, including the Cleveland Sight Center, will be on-going during final design.
		B-43-6	Pedestrian Mobility	Consistently place support poles at the four street crossings and linear placement of curb cut outs with each other (will not be an issue if brick is used.)	The placement of signal supports and curb ramps will be determined during the final design of the project. Coordination with the project stakeholders, including the Cleveland Sight Center, will be on-going during final design.
B-44	Gwin, Gail	B-44-1	Workforce Development	I am concerned that the ward 5 community will get few if any jobs out of this project! What are our guarantees concerning jobs that our community is qualified for? Provide job training so that we will be qualified for future employment.	See the responses to Comment B-15-2 and Comment B-30-1. Individuals who live in the ward 5 community would be able to apply for on-the-job training.
		B-44-2	Air Quality	Will our community be further polluted by the project? What will be the pollution levels?	See the response to Comment B-18-3.
		B-44-3	Impacts and Benefits	What will the real environmental impact of this project on our community?	When combined, the DEIS, FEIS and technical reports that are incorporated by reference describe - to the greatest extent possible - the direct and potential indirect and cumulative effects of the project. The information is based on the best data available at this stage of the project's development and is sufficient in detail to support the decision-making for the proposed project. See also the response to Comment B-10-1.
		B-44-4	Noise	What will be the noise levels?	See the response to Comment B-18-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-44	Gwin, Gail	B-44-5	Traffic Operations	What amount of increased traffic will be present?	<p>See the response to Comment B-5-1.</p> <p>Based on the results of traffic analyses completed for the project and referenced below, the Opportunity Corridor would help the existing roadway network (including some roads providing access to University Circle) to better handle traffic volumes. For example, when the Cleveland Opportunity Corridor is built, traffic on several neighboring roadways and intersections is expected to shift to the new boulevard. With less traffic, these other roadways and intersections will operate better. (See FEIS Appendix C for certified traffic plates.)</p> <p>(See DEIS Chapter 2 and "How would the existing roadway network be affected?" on pages 4-22 and 4-23. See also the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011), the <i>Opportunity Corridor Certified Traffic Plates</i> (June 2012) and the <i>Opportunity Corridor Operational Analysis Technical Memorandum</i> (May 2012, revised June 2012) which are on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
B-45	Hall, William	B-45-1	Noise	The current plan of the Opportunity Corridor calls for noise barriers which will block the residents of the neighborhood from accessing the rest of the city.	<p>The noise studies for the Opportunity Corridor project identified noise impacts north and south of the boulevard at East 73rd Street. If noise walls are built at these locations, they would prevent sidewalks from being connected to the boulevard. If the noise walls are not built, sidewalks would be connected.</p> <p>According to ODOT's noise policy, the decision to build the noise walls will be made by the impacted residents who would also be the primary users of the sidewalk connections. Pedestrian, bicycle and vehicular movements would not be restricted by any other noise barriers included in the project. Section 4. 4 of the FEIS provides a discussion of bicycle and pedestrian mobility, including the potential effects of noise walls.</p> <p>(See DEIS "How would traffic noise levels change?" on pages 4-23 through 4-25 and the <i>Opportunity Corridor Noise Analysis Report</i> (December 2012), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
		B-45-2	General Opposition	This is nothing more than a quick way to the Cleveland Clinic for suburban drivers.	See the response to Comment B-10-1.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-45a	Hamilton, Eileen	B-45a-1	Transit	Please don't obliterate the East 55th rapid station overflow parking along Bower or pedestrian entrance to station from Bower/E 57th/E. 59th for walkers in Slavic Village/North Broadway.	The preferred alternative would close the Bower entrance to the East 55th Street transit station. Vehicular access to the GCRTA transit station will be provided off of East 55th Street. Impacts to the East 55th transit station have been coordinated with GCRTA. The preferred alternative will include a bike/pedestrian bridge at East 59th Street to maintain access to the transit station. (See DEIS Figure 3-2, page 3-3.)
		B-45a-2	Mitigation Measures	Give tax credits for light industry locating at Opportunity Corridor intersections so we have better chances for mandatory employment slots with training opportunities incorporated in those tax credits.	Tax credits for industry were not considered as a mitigation measure, because it is not a program that ODOT would be able to directly monitor. Workforce development and job training was included as a mitigation measure in the FEIS. See the response to Comment B-15-2.
		B-45a-3	Transit	Get a firm plan from RTA about how to replace the #10 bus route you are cutting off at Quincy.	See the response to Comment B-51-2.
		B-45a-4	Mitigation Measures	All the mitigation measures are great.	This comment has been noted in the project record. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-46	Heard, Robert	B-46-1	Pedestrian Mobility	Has anyone taken a look at the impact, if any, on the walking routes of kids as they come and go to school?	Overall, no impacts to student walking routes are expected occur as a result of the proposed project. The area surrounding the Cleveland Opportunity Corridor includes the attendance areas for nine Cleveland Metropolitan School District (CMSD) schools. Students wishing to walk to/from school may need to cross intersecting roadways which would be widened and/or are projected to have increased traffic volumes as a result of the project. However, pedestrian signals and crosswalks will be provided at every traffic light. The signals will be timed so that students will have enough time to cross the entire street. In areas where streets would be closed, sidewalks would be extended to the new roadway to maintain pedestrian connections. (See Section 3. 3. 4. 2 of the <i>Opportunity Corridor Conceptual Alternatives Study</i> (October 2010), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-46	Heard, Robert	B-46-2	Workforce Development	In regard to employment opportunities. We have a trade school in Cleveland that probably graduates a couple 100 kids every year, Max Hayes High School, with kids who are interested in this type of work. So that's a good place to start.	See the responses to Comment B-15-2 and Comment B-30-1. Graduates of Max Hayes High School would be able to apply for on-the-job training.
		B-46-3	Quincy Avenue Closure	When you shut off Quincy at 105th, the homes on Woodhill will be isolated. It was mentioned that the driving distance around it is about the same in terms of feet or miles. A lot of those people don't have cars, so when you cut them off from access, I don't know how they're going to get to 105th.	Although Quincy Avenue would be closed to vehicular traffic between East 105th Street and Woodhill Road, access for bicycles, pedestrians, and emergency service providers would be maintained via a drive on Quincy Avenue. Therefore, travel distances for pedestrians and bicyclists traveling between Woodhill Road and East 105th Street would not change. The closure of Quincy Avenue would impact approximately four bus stops on GCRTA Bus Route 11 and one bus stop on GCRTA Bus Route 10. GCRTA will modify bus routes as necessary to maintain access for the transit dependent public housing populations located east of Woodhill Road and north of Woodland Avenue. All modifications to existing public transportation services will be made in accordance with GCRTA's Title VI Program. See FEIS Section 4. 5 for a more detailed description of the design constraints associated with connecting Quincy Avenue to the proposed Opportunity Corridor boulevard. See FEIS Section 4. 6 for further information related to impacts to public transportation. (See DEIS "How would existing roads and access points be changed?" on page 4-22.)
B-47	Heard, Robert	B-47-1	Pedestrian Mobility	Has anyone looked at the impact, if any on the walking routes of kids going to school.	See also the response to Comment B-46-1.
		B-47-2	Workforce Development	Can Cleveland Municipal School Students keep some employment opportunities (Look to Max Hayes graduates).	See the responses to Comment B-15-2 and Comment B-30-1. Graduates of the Cleveland Metropolitan School District and Max Hayes High School would be able to apply for on-the-job training.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-47	Heard, Robert	B-47-3	Quincy Avenue Closure	Closing Quincy isolates the public housing "Woodhill Homes." Most of those people have no cars. What happens to those people who need to go north to the Cleveland Clinic.	Access for individuals who live in the public housing "Woodhill Homes" and use public transportation would be maintained (See the response to Comment B-46-3). Individuals who live in "Woodhill Homes" and own automobiles would be able to travel north to the Cleveland Clinic by using Woodland Avenue and East 93rd Street to access the Opportunity Corridor, which will run along existing East 105th Street. The existing and proposed travel distances will be nearly equivalent.
B-48	Hendon, Korolla	B-48-1	Future Development	I am a small business and want a guarantee of business from this project that is coming to my neighborhood.	See the response to Comment B-18-7.
		B-48-2	Quincy Avenue Closure	The Opportunity Corridor will cul-de-sac a major North-South connection at East 105th Street & Quincy. This will cut off RTA bus routes and those traveling by car or foot. East 105th Street & Quincy Avenue is a major thoroughfare. I'm asking that ODOT seriously consider not taking such action as closing this important access route.	See the response to Comment B-18-1.
		B-48-3	Noise	Traffic noise may impact neighborhoods.	See the response to Comment B-18-2.
		B-48-4	Air Quality	Environmental issues such as pollution from the emission of fumes from vehicles coming through the neighborhood will have a negative impact.	See the response to Comment B-18-3.
		B-48-5	89th Street Closure	Dead ending and closing of East 89th Street at Woodland will force transit dependent people to walk further to access the #10 RTA bus service. Currently there is no RTA bus service for Woodland Avenue.	See the response to Comment B-18-4.
		B-48-6	Impacts and Benefits	The true beneficiaries of this \$331 million project are the commuters who don't live in the neighborhoods impacted.	See the response to Comment B-10-1.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-48	Hendon, Korolla	B-48-7	Workforce Development	There need to be some guarantees or concessions by ODOT regarding job creation and viable-expedited training programs that will assist residents in obtaining jobs at the onset of construction of the corridor.	See the response to Comment B-15-2.
		B-48-8	Future Development	There need to be some guarantees or concessions by ODOT regarding business development and enhancements for economic growth for all of the neighborhoods impacted.	See the response to Comment B-18-7.
		B-48-9	Workforce Development	Expedited job training programs must coincide with the project's implementation.	See the response to Comment B-15-2.
		B-48-10	Relocation Process	ODOT must provide fair compensation and relocation funds to owners of properties that are in the direct path of the corridor.	See the response to Comment B-19-2.
B-49	Hill, Carolyn	B-49-1	Street Closures	There would be utter chaos to bring a freeway through these streets to disconnect and make dead end streets where they have been easily accessible for decades.	The Opportunity Corridor project is not a freeway. The preferred alternative involves building an urban boulevard with traffic lights at intersections from the I-490-East 55th Street intersection to the East 105th Street-Chester Avenue intersection (see DEIS page 3-7). See also the response to Comment B-20-4.
		B-49-2	Relocation Process	There is a fear that homes will be taken from the very poor and they would not be given 100-percent fair compensation.	See the response to Comment B-19-2.
		B-49-3	General Opposition	I am not in favor of this project. I strongly suggest that it be relocated to some other area. This project will hurt our inner city and disrupt our neighborhood and community.	Locating the project in another area will not meet the basic purpose, which is to improve the roadway network within a historically underserved, economically depressed area (the "Forgotten Triangle") in the City of Cleveland. See also the response to Comment B-10-1. (See DEIS Chapter 2 and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-50	Hughes, Joseph	B-50-1	Impacts and Benefits	The project will increase crime and vacancies in the surrounding neighborhoods.	<p>The Cleveland Opportunity Corridor project will result in the demolition of abandoned structures, which residents have noted as high-crime locations. This could reduce crime within the project area. Crime could also be reduced through traffic and pedestrian-generated human presence.</p> <p>The project could also have the indirect effect of generating economic activity and job opportunities, as well as supporting infill development, which would further decrease vacancies and related crime.</p> <p>(See DEIS "How would study area neighborhoods be affected?" on pages 4-18 and 4-19 and "Would low-income and minority populations be affected?" on pages 4-27 through 4-31. See also the <i>Opportunity Corridor Environmental Justice Technical Memorandum</i> (April 2013), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
		B-50-2	Alternatives	To access the Cleveland Clinic or University Circle, use Martin Luther Boulevard to E. 105th Street or Chester Avenue to E. 105th Street or Carnegie Avenue to E. 105th Street.	See the response to Comment B-34-1.
B-51	Jacobs, Cereatha	B-51-1	Street Closures	This project is making it very hard for me and my family. Street closures will require me to drive further as I go to family houses, work and shopping. Gas is too expensive to have to reroute. The bus #10 and #11 were quick ways to get up the hill and a good way to downtown Cleveland.	<p>Based on the information provided, it is unclear which travel routes are most frequently used. Therefore, it is difficult to quantify how the closure and changes to existing streets will impact this specific individual.</p> <p>See the response to Comment B-20-4 for a general discussion of street closures.</p> <p>See the response to Comment B-18-1 for a discussion of Bus Routes #10 and #11.</p>
		B-51-2	Transit	The project will affect my son who rides the bus to school. It will affect the GCRTA #10 and #11 bus lines.	The closure of Quincy Avenue would impact approximately four bus stops on GCRTA Bus Route 11 and one bus stop on GCRTA Bus Route 10. GCRTA will modify bus routes as necessary to maintain access for the transit dependent public housing populations located east of Woodhill Road and north of Woodland Avenue. All modifications to existing public transportation services will be made in accordance with GCRTA's Title VI Program. See FEIS Section 4. 6 for further information related to impacts to public transportation.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-52	Janik, Debra	B-52-1	General Support	The Greater Cleveland Partnership (GCP) fully supports the Opportunity Corridor Project, the Draft Environmental Impact Statement (DEIS) and the preferred alternative route as proposed by the Ohio Department of Transportation (ODOT).	This comment has been noted in the project record.
		B-52-2	Mitigation Measures	The GCP fully supports the additional mitigation measures being considered by ODOT.	This comment has been noted in the project record. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-53	Johnson, Joy	B-53-1	Street Closures	Eliminate as many dead ends as possible.	See the response to Comment B-20-4.
		B-53-2	Pedestrian Mobility	Create pedestrian/bike friendly opportunities, especially for youth.	<p>It is a stated goal of the Opportunity Corridor project to improve facilities for pedestrians and cyclists (see DEIS page 2-6).</p> <p>To accomplish that goal, the project would include a 10-foot multipurpose walking/biking path on the south side of the roadway and a 6-foot sidewalk on the north side of the roadway. These facilities would help improve bicycle and pedestrian movements that are currently blocked by the Kingsbury Run Valley and the Norfolk Southern Railway (NS) Cleveland Main Line (see DEIS page 4-19).</p> <p>The project would also build two pedestrian/bike bridges, one at East 59th Street and one at East 89th Street (see DEIS page 4-28).</p> <p>(See DEIS Chapter 2, "How would bicycles and pedestrians be affected" on pages 4-19 to 4-20 and "Would low-income and minority populations be affected?" on pages 4-27 to 4-31.)</p>
		B-53-3	Workforce Development	Please make sure construction workers reflect the community.	<p>See the responses to Comment B-15-2 and Comment B-30-1.</p> <p>Members of the impacted communities would be able to apply for on-the-job training.</p>
		B-53-4	Transit	Please involve and consider RTA routes.	See the response to Comment B-2-3.
B-54	Jolly, Willie Mae	B-54-1	Existing Roadways	I think they should take this money and use it to repair all the dilapidated roads from here to University Circle.	See the response to Comment B-2-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-55	Jones, Bemba	B-55-1	Workforce Development	I'd like to see us prepare the community outreach program that's visible, that people in the community can see, can go there with the hope of getting some type of work or some type of training.	See the response to Comment B-15-2. The on-the-job training that will be funded as part of the Cleveland Opportunity Corridor project will be provided to the impacted Community Development Corporations (CDCs) to share with their membership.
B-56	Kanner, Carlton	B-56-1	Existing Roadways	Tell ODOT to do their jobs and maintain our existing roads first. That five minutes saved by this new road could be saved by timing the lights better, or repaving Cedar, Woodland, Quincy and 55th.	See the responses to Comment B-2-2 and Comment B-16-1.
		B-56-2	Alternatives	University Circle already has three separate ways to get to the highway, MLK, Chester/Carnegie/Euclid or Woodland to 55th. Why are we spending hundreds of millions of dollars on a redundant road that will save a maximum of five minutes on a commute for people who do not pay property taxes into our community.	See the responses to Comment B-34-1 and Comment B-10-1.
		B-56-3	Transit	Look at every successful city and you'll see that the priority is pedestrian traffic/mass transit and never individual cars. Work on safety and cleanliness of our public transit system.	See the response to Comment B-2-3.
		B-56-4	Future Development	If you want to create jobs and development in University Circle, you do it by making it more restrictive to cars not less. If you make it more difficult for people to drive to work, you force them to move out of the suburbs and into the surrounding communities of University Circle. This creates local jobs. This create local development.	Making the transportation network more restrictive to cars is not an element of the project's purpose and need. The project's purpose and need states the Cleveland Opportunity Corridor must provide improved access between I-77 and University Circle. The project must also provide improved mobility and better levels of service for traffic traveling to, from and within the area between I-77 and University Circle. See also the response to Comment B-57-3. (See DEIS Chapter 2, FEIS Chapter 2 and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-57	Karchmer, Dan	B-57-1	General Opposition	This is a misguided and wasteful expenditure of state money.	This comment has been noted in the project record.
		B-57-2	Alternatives	I do not feel that complete due-diligence has been completed and that observations of parallel, existing routes have been wholly insufficient. If there is any chance of re-evaluating the corridor to vastly improve existing routes, which are more than sufficient to handle traffic volume with the enhancements noted above, I can assure you the project ROI would be much higher than building a new route through a depopulated neighborhood. We already have two primary arteries that could more than meet the objectives of this project for far less money: Woodland Ave and Carnegie Ave. The project's stated goals could be achieved with less expense by synchronizing traffic lights, eliminating unnecessary lights, and converting some intersections to no-turn or one-way.	See the responses to Comment B-34-1 and Comment B-10-9.
		B-57-3	Future Development	In the unlikely event that retail and other investment does occur along the proposed new route, it will do so by cannibalizing or diluting current investment along existing routes.	The Cleveland Opportunity Corridor project will not determine future development for the area. This is consistent with the project's purpose and need, which is to improve the transportation infrastructure to allow future planned economic development to occur. Future land use change both in the immediate project area and along existing transportation corridors would largely be determined by local plans and regulations. See also the response to Comment B-1-1.
		B-57-4	Project Funding	Since the proposed route will run through Cleveland, presumably the City will be responsible for maintenance - it can barely manage the roads it has and simply does not have the resources to maintain another major artery.	See the response to Comment B-9-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-57	Karchmer, Dan	B-57-5	Mitigation Measures	Most of the proposed mitigation measures are either not transportation or should be completed through regional/local teams through their funding sources, not ODOT's funding. Job training, urban agriculture, neighborhood improvements, and enhanced bus shelters should not be funded with transportation dollars.	<p>Despite the benefits expected to result from the project, low-income and minority populations will be affected more than other populations. Because of this, the project was found to have a disproportionately high and adverse effect to low-income and minority populations.</p> <p>Several measures will be implemented and funded as part of the project to mitigate impacts and provide added benefits to the local community. These measures include job training assistance, neighborhood improvements and Enhanced bus shelters. A complete list of other mitigation measures for the project is included in Table A of the Record of Decision (ROD).</p> <p>(See DEIS "Would low-income and minority populations be affected?" on pages 4-27 through 4-31.)</p>
B-58	Kayse, Jessica	B-58-1	Public Involvement	I do not feel that people our neighborhood have had the opportunity to voice their opinions with the given amount of time necessary.	<p>In the early planning stages of the project, the project team had more than 50 meetings with people, businesses and organizations that could be affected by the project. The input received at these meetings helped the project team understand the problems, needs, goals and objectives for the study area. It also helped develop the project's purpose and need statement and evaluate alternatives.</p> <p>The project was then placed on hold between 2006 and 2009 due to a lack of funding. Since September 2009, 12 public meetings, more than 15 business coordination meetings, five neighborhood meetings, and six steering committee meetings have been held. See FEIS Section 3. 3 for a detailed summary of the alternatives development, including how the public was involved in the decision-making process.</p> <p>In addition to large-scale public meetings and small group meetings, the project team used other tools to reach out to potentially affected community members, including newsletters, community surveys, press releases, community and agency briefings, and project brochures. ODOT also actively maintained a project website throughout the study process to keep project stakeholders and the general public informed of public meetings and updated on the project.</p> <p>(See DEIS Chapter 5 and the <i>Public Involvement Summary</i> (January 2013), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-58	Kayse, Jessica	B-58-2	Public Involvement	Because I didn't attend a public meeting, the only way I have to voice my opinion is through a survey on line, email or fax. No phone number. Many people in my neighborhood do not have access to this type of technology.	A phone number to call with questions regarding the project and a mailing address to submit comments were provided in the DEIS and on all advertising documents for the DEIS and public hearing.
		B-58-3	Relocation Process	Provide fair compensation to our property owners in the area as well as fair compensation for the task of relocation (especially for renters, seniors, and the disabled).	See the response to Comment B-19-2.
		B-58-4	Workforce Development	Provide jobs and job training, such as apprenticeships and pre-apprenticeships, for the communities most impacted by this project. I feel this is only relevant if you are willing to guarantee "actual jobs" pertaining to this project to individuals in the impacted area. If there are no jobs offered in the area - job training only goes so far.	See the response to Comment B-15-2. The job training that will be funded as part of the Cleveland Opportunity Corridor project will be on-the-job. This will assure that the training will apply to actual jobs.
		B-58-5	Transit	Maintain and improve transit service for individuals dependent on local transportation. Many of the bus routes will be changed or closed for those living, working and children going to school in this area.	See the response to Comment B-2-3 for a discussion of public transportation. See also the response to Comment B-51-2 for a discussion of Bus Routes #10 and #11.
		B-58-6	Existing Roadways	Maintain and improve local road quality to the Opportunity Corridor, and comply with ODOT 'Fix-it First' policy.	See the response to Comment B-2-2.
		B-58-7	Noise	How do you plan to find out whether or not impacted owners/renters want the noise barriers?	See the response to Comment B-67-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-58	Kayse, Jessica	B-58-8	Urban Agriculture	Providing assistance to urban agriculture efforts - i.e. the Kinsman Innovation Zone- doesn't make much sense when you are building a 3.5 mile highway extension that will continue and further pollute the area.	One possible mitigation measure that was presented to the public in the DEIS and at the public hearing included providing financial aid to assist in the planning and development of sites previously identified as part of the Urban Agricultural Innovation Zone, which is located in the Kinsman neighborhood. Based on the strong preference for other mitigation measures such as workforce development and job training, the project team determined that mitigation funds would be best allocated to the other measures. Therefore, financial aid within the Urban Agriculture Innovation Zone was not included as a final mitigation measure.
		B-58-9	DBE Goal	DBE goal-What is the current goal and how will this be guaranteed?	See the response to Comment B-23-2.
		B-58-10	Mitigation Measures	What does enhanced bus shelters mean?	Enhanced bus shelters are enclosed bus shelters that provide a comfortable place for patrons to wait for buses. They can also provide vending and system maps and are designed to aesthetically fit into the community. A complete list of mitigation measures for the project, including enhanced bus shelters, is included in Table A of the Record of Decision (ROD).
		B-58-11	Mitigation Measures	I do not feel that any of the mitigation measures that ODOT is considering truly provide any real improved health/economic outcomes for those living and working in this area.	This comment has been noted in the project record. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-59	Kermode, Dave	B-59-1	General Support	I am hopeful that the plan will continue to evolve into a true neighborhood corridor.	This comment has been noted in the project record.
		B-59-2	Pedestrian Mobility	I would personally prefer to see greater incorporation of pedestrian and bike infrastructure (on both sides of the roadway).	See the response to Comment B-53-2.
		B-59-3	Transit	Better connectivity to the surrounding public transit (Rapid and Bus) street infrastructure should be considered.	See the response to Comment B-2-3.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-59	Kermode, Dave	B-59-4	Noise	I am decidedly against noise barriers on the roadway. The Opportunity Corridor was sold as a non-freeway neighborhood road and anything that adds to barriers between surrounding blocks would go against that end.	See the response to Comment B-9-5.
		B-59-5	Mitigation Measures	I am supportive of the mitigation measures, except for noise barriers.	See the response to Comment B-9-5. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-60	Kibbey, Bobbie	B-60-1	Alternatives	I don't see any information about what the "preferred alternative" is.	<p>The preferred alternative for the Opportunity Corridor project was described in detail in Chapters 1 and 3 of the DEIS. Several minor updates have been made to the design of the preferred alternative in response to the comments received after the DEIS was published. FEIS Section 3. 4 contains further details regarding these minor updates. FEIS Section 3. 5 includes the refined, detailed description of the preferred alternative.</p> <p>A brief description of the preferred alternative is included below for ease of reference: The preferred alternative involves building an urban boulevard with traffic lights at intersections from the I-490-East 55th Street intersection to the East 105th Street-Chester Avenue intersection. The proposed boulevard will have two westbound through-lanes, but the number of eastbound through-lanes will vary. The project includes three eastbound through-lanes between I-490 and Woodland Avenue. In general, the roadway will have two through-lanes between Woodland Avenue and Chester Avenue, but the roadway between Cedar Avenue and Euclid Avenue will include a third eastbound through-lane. Left-turn lanes will also be added at many of the intersections.</p> <p>The proposed boulevard will be approximately 3.6 miles long. Approximately 2. 4 miles will be built where no roads exist now. Approximately 1.2 miles – the stretch from Quincy Avenue to Chester Avenue – will be built on existing East 105th Street.</p> <p>The boulevard will include a low, grassy median between East 55th Street and Cedar Avenue. A raised median will be included between Quincy and Cedar avenues. However, the grassy median and tree lawns will not be included on the bridges. The proposed boulevard will also include a walking/biking path on the south side of the roadway, and a sidewalk on the north side.</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-60	Kibbey, Bobbie	B-60-2	Context Sensitive Solutions	My preference is to beautify that neighborhood's existing infrastructure - roads, sidewalks, gardens and street lights.	See the response to Comment B-1-2.
		B-60-3	Existing Roadways	There are plenty of arteries between University Circle and I-490 now. We don't need more roads. We need better care of the roads we have.	See the response to Comment B-2-2.
B-61	King, Richard	B-61-1	Impacts and Benefits	Clevelanders will not benefit whatsoever with this project. It's simply aimed at suburbanites to get to university Circle without driving pass the urban blight of E. 55th.	See the response to Comment B-10-1.
		B-61-2	Other	If the Mayor focused on improving the impoverished areas of Cleveland, then this wouldn't be an issue. Instead he focuses on Tremont, Ohio City, University Circle and Downtown Cleveland neighborhoods who all cater to suburbanite commuters so they can come in and play and then hit the nearest highway.	Improving impoverished areas throughout the City of Cleveland is beyond the purpose and need for this transportation project. The project's purpose and need states that the Cleveland Opportunity Corridor must provide a transportation system that supports planned economic development. The Cleveland Opportunity Corridor project will meet the project's purpose and need by creating the infrastructure to support planned revival and redevelopment in and around the "Forgotten Triangle," which is bordered by Kinsman Road, Woodland Avenue and Woodhill Road.
		B-61-3	Stormwater Management	Let's not forget our Sewer system that's over 100 years old and needs updated, due to the frequent water main breaks. Why don't you guys work on that?	See the response to Comment B-3-2.

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-62	Kittredge, Ms.	B-62-1	Francis Avenue Closure	<p>The project will be closing Francis Avenue, which is a major entrance to the St. Hyacinth neighborhood. We need to have a much better mitigation of that closure, because Hyacinth runs all the way through the neighborhood. It goes ten blocks all the way through the heart of the neighborhood with the alternative entrances only going one to two blocks. We need some major design, mitigation or entryway features that will help draw the traffic through the neighborhood and highlight an alternative route.</p>	<p>Francis Avenue serves as the current entrance into the St. Hyacinth neighborhood and is located approximately 50 feet south of the proposed intersection of the quadrant roadway and East 55th Street. Allowing turning movements at both locations would introduce traffic operational and safety concerns. Therefore, the DEIS indicated that Francis Avenue would be closed between East 55th Street and East 57th Street (see DEIS page 4-22).</p> <p>Following the public hearing, the need to close Francis Avenue was further evaluated and coordinated with project stakeholders, including the City of Cleveland and the Slavic Village Community Development Coordination (CDC). Alternative design concepts were explored to keep Francis Avenue open to traffic. These concepts would either create additional impacts or create an undesirable situation in terms of traffic operations and safety. Therefore, the project team has confirmed the need to close Francis Avenue between East 55th Street and East 57th Street.</p> <p>To mitigate the impact of the closure, ODOT will help create a new entrance to the St. Hyacinth neighborhood by constructing enhancements along Maurice and Bellford avenues. These measures will include street trees, and sidewalk and pavement repairs or improvements within the existing right-of-way and will be coordinated with the project stakeholders through the Slavic Village Community Development Corporation (CDC) during final design.</p> <p>The project will also build a bike/pedestrian bridge at East 59th Street to maintain access to the GCRTA transit station at East 55th Street. See Section 4. 5 of the FEIS for additional information about changes to existing roads and access points.</p> <p>A list of the final environmental commitments and mitigation measures is included in Table A of the Record of Decision.</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-63	Kittredge, Marie	B-63-1	Francis Avenue Closure	Every effort should be made to maintain access to Francis Avenue, as this is the main gateway and access to the Hyacinth neighborhood. Creating more of a gateway at Bellford or Maurice is not helpful, as these streets are only a block or two long. I understand the issue is proximity to the OC access road, however this can this be addressed by pushing Francis a little south, using the vacant lot to the south, and/or by making Francis one way in, which would allow a narrower street and so more distance between Francis and the OC access road.	See the response to Comment B-62-1.
		B-63-2	Pedestrian Mobility	The Opportunity Corridor boulevard can be an asset if its connection to the St. Hyacinth neighborhood and its edge is well designed. This includes access for residents by vehicle as well as walking and cycling to neighborhoods to the east.	See the response to Comment B-53-2. The sidewalks and multipurpose path included in the preferred alternative will enhance connections to the St. Hyacinth neighborhood. In addition, the preferred alternative will include a pedestrian/bike bridge at East 59th Street to maintain connections to the St. Hyacinth neighborhood.
		B-63-3	Workforce Development	Job training is critical.	See the response to Comment B-15-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-64	Lamb, Keith	B-64-1	Alternatives	The preferred alternative looks like a freeway with a few traffic lights and not enough like a boulevard. If a boulevard has to be built, it should connect the end of Shaker Blvd to the end of 490 and then just rebuild all the cross streets (55th, 79th, 93rd, 105th) so people can get up to the circle on them.	<p>The preferred alternative is not a freeway. The preferred alternative for the Cleveland Opportunity Corridor project involves building an urban boulevard with traffic lights at intersections from the I-490-East 55th Street intersection to the East 105th Street-Chester Avenue intersection. Traffic will access surrounding development via standard, signalized intersections.</p> <p>The beginning and end points of the project are addressed in the DEIS "Where will the project begin and end?" on pages 2-6 and 2-7. These locations have been agreed upon by the Ohio Department of Transportation (ODOT) and the Federal Highway Administration (FHWA). They provide an area that is just the right size to meet the project purpose and need. This allows for, but does not require, future projects in the study area or in the region. It also assures that other transportation improvements are not needed for the project to be useful to the public.</p> <p>See also the response to Comment B-2-2.</p>
		B-64-2	Context Sensitive Solutions	The preferred alternative doesn't include enough trees. There should be trees in the median and between the sidewalk/bike path and the sound walls if you insist on building walls.	<p>The preferred alternative for the Cleveland Opportunity Corridor project will include trees in the median and tree lawns (see DEIS Figure 1-3 on pages 1-3 and 1-4). If noise walls are desired, the people who are affected would help decide how the walls would look on their side of the wall. The public involvement effort and the final decision about whether to build the noise walls would happen during final design (see DEIS pages 23 through 25). If they are built, the appearance of the noise walls will be coordinated with the public through and in coordination with the affected Community Development Corporations (CDCs).</p> <p>See also the response to Comment B-1-2.</p>
		B-64-3	Future Development	We need to have businesses facing the new road, not just somewhere hidden behind a wall facing a side street.	<p>Noise walls are recommended in three areas to mitigate increased traffic noise. The final decision about whether to build the noise walls will be made in accordance with ODOT's noise policy and based on input from those who would be affected by the walls. If built, the noise walls would be located in existing residential areas. The project would also include several retaining walls, which were designed to minimize impacts to existing roadways, transit infrastructure, residences and businesses. Therefore, neither noise walls or retaining walls are anticipated to obstruct future commercial development.</p> <p>See also the response to Comment B-1-1.</p>
		B-64-4	DBE Goal	I don't support the DBE goal. If a business can't competitively bid, this isn't a charity project.	This comment has been noted in the project record.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-64	Lamb, Keith	B-64-5	Noise	I oppose noise barriers as they make this "boulevard" into a highway.	See the response to Comment B-9-5.
		B-64-6	Urban Agriculture	I don't support urban agriculture projects. This is a city, why would we put farms in it?	See the response to Comment B-58-8.
B-65	Lamb-Sutton, Kyle	B-65-1	Street Closures	I do not agree with the closing off of any streets.	See the response to Comment B-20-4.
		B-65-2	Relocation Process	I do not agree with the removal of any persons from their homes.	The Cleveland Opportunity Corridor project would cause homes, businesses and a church to be relocated. These impacts are necessary to build a facility that meets the project's purpose and need and all pertinent design criteria. Property impacts and relocations have been avoided and minimized to the greatest extent possible through methods such as shifting the roadway alignment roadway, using retaining walls and reducing lane widths in some areas.
		B-65-3	General Opposition	I do not agree with the rerouting and extension of the I-490 freeway into our community. I don't agree with altering the lives of the residents in this community to make it more convenient for some of the businesses or others outside of the community to get to their destinations.	The proposed project is not a freeway. The preferred alternative for the Cleveland Opportunity Corridor project involves building an urban boulevard with traffic lights at intersections from the I-490-East 55th Street intersection to the East 105th Street-Chester Avenue intersection. A continuation of the I-490 freeway was studied early in the Cleveland Innerbelt Study, but a new freeway was not well received by the public, and it was eliminated from consideration. See also the response to Comment B-10-1. See FEIS Section 3. 3 for additional details related to the freeway concept that was eliminated from consideration.
B-66	Lang, Andrew	B-66-1	General Opposition	The project is nothing more than a limited access freeway that hacks its way through a poor section of the city while ignoring existing neighborhood assets.	See the response to Comment B-65-3.
		B-66-2	Transit	It would be ideal if the project could have incorporated RTA's red, blue, and green lines in the project, or at least enhanced the connections from the Opportunity Corridor to said lines.	See the response to Comment B-2-3.
		B-66-3	Future Development	Also, a master plan for the area around the OC would be ideal.	See the response to Comment B-1-1.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-66	Lang, Andrew	B-66-4	Mitigation Measures	Almost all of the mitigation measures sound great, except the noise barriers.	See the response to Comment B-9-5. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-67	Lauer, Art	B-67-1	Property Impacts	Will the scrap yard at E. 55th and 490 and Bower be relocated? If so, will it be a park or parking for RTA?	The scrap yard located at E. 55th Street and I-490 will be relocated as part of the project. It will be within the proposed right-of-way and replaced by the in-fill area located between the Opportunity Corridor boulevard and the proposed Quadrant Roadway. (See DEIS Figure 4-11, page 4-9.)
		B-67-2	Mitigation Measures	I would like a sound barrier with see through material on my street E. 59th.	If noise walls are built, the people who are affected will help decide how the walls will look on their side of the wall. This could include using transparent materials to increase visibility, as well as other alternative materials to improve the look of the barriers. The public involvement effort and the final decision about whether to build the noise walls would happen during final design. ODOT will contact affected residents in areas where noise walls are warranted to solicit their viewpoints on whether to implement the recommended noise barriers as part of the proposed project. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD). See also the response to Comment B-9-5. (See DEIS "How would traffic noise levels change?" on pages 4-23 through 4-25.)
		B-67-3	Mitigation Measures	I would like street trees and sidewalk improvements in my St. Hyacinth area.	This comment has been noted in the project record. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-68	Leak, Christopher	B-68-1	General Opposition	I do not agree with this project.	This comment has been noted in the project record.
B-69	Lefkowitz, Marc	B-69-1	Alternatives	In the DEIS, the agency explains what alternatives, such as improving existing streets, it was required to study. But, the DEIS falls short of explaining why those alternatives were ruled out in favor of a new road.	See the response to Comment B-10-9.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-69	Lefkowitz, Marc	B-69-2	Traffic Operations	One environmental impact missed by the DEIS is the FHWA-recognized impact of how much the new road will 'induce' travel. More cars will be siphoned away from other roads on the east side while this new one fills up until traffic slows, defeating the purpose.	<p>An analysis was conducted to determine the number of lanes needed on the Opportunity Corridor boulevard and how the intersections would operate.</p> <p>First, the Northeast Ohio Areawide Coordinating Agency's (NOACA's) Travel Demand Model (TDM) was updated to incorporate the new boulevard, planned development anticipated to occur independent of the proposed boulevard and complementary development anticipated to occur in conjunction with the proposed boulevard. After the TDM was updated, traffic volumes were generated for both the design year Build and No Build scenarios for the years 2020, 2030 and 2040. The traffic projections were certified by ODOT's Office of Technical Services on April 11, 2012. Finally, the projected traffic volumes were analyzed for the year 2020, which had the highest volume of projected traffic.</p> <p>The analyses concluded that the Opportunity Corridor would operate at acceptable levels through the year 2020. In addition, the Opportunity Corridor would help the existing roadway network to better handle traffic volumes. For example, when the Cleveland Opportunity Corridor is built, traffic on several neighboring roadways and intersections is expected to shift to the new boulevard. With less traffic, these other roadways and intersections will operate better.</p> <p>(See FEIS Appendix C for certified traffic plates.)</p> <p>(See the <i>Opportunity Corridor Operational Analysis Technical Memorandum</i> (May 2012, revised June 2012) which is on the CD included with the DEIS and incorporated by reference into the DEIS and the FEIS.)</p>
		B-69-3	Transit	If Opportunity Corridor is intended to improve the conditions of a historically underserved community, the situation for pedestrians and transit users should, at least, be made no worse.	<p>See the response to Comment B-2-3 for a discussion of public transportation.</p> <p>See also the response to Comment B-70-1 for a discussion of pedestrian mobility and access.</p>
		B-69-4a	Noise	Barriers to mobility include sound and retaining walls , a sidewalk on only one side of the road, longer crossing distances at intersections, a wider "suburban style" bike path instead of bike lanes and cul-de-sacs or closings for nine neighborhood streets and Quincy, a main artery.	See the response to Comment B-9-5.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-69	Lefkowitz, Marc	B-69-4b	Other	Barriers to mobility include sound and retaining walls , a sidewalk on only one side of the road, longer crossing distances at intersections, a wider “suburban style” bike path instead of bike lanes and cul-de-sacs or closings for nine neighborhood streets and Quincy, a main artery.	The project would include several retaining walls, which were designed to minimize impacts to existing roadways, transit infrastructure, residences and businesses. However, none of the retaining walls will restrict bicycle or pedestrian mobility in the project area. A detailed discussion of the project's impacts to bicycles and pedestrians is included in FEIS Section 4. 4. (See DEIS "How has public and stakeholder feedback changed the study? on page 3-3.)
		B-69-4c	Pedestrian Mobility	Barriers to mobility include sound and retaining walls, a sidewalk on only one side of the road, longer crossing distances at intersections, a wider “suburban style” bike path instead of bike lanes and cul-de-sacs or closings for nine neighborhood streets and Quincy, a main artery.	<p>The preferred alternative would only include a sidewalk on the north side of the road. However, a walking/biking path, would be included on the south side (see the response to Comment B-53-2).</p> <p>Following the publication of the DEIS, the following updates were made to the preferred alternative: the width of thru-lanes was reduced from 12-foot to 11-foot effective width; the width of turn lanes was reduced from 11-foot to 10-foot effective width; the third eastbound lane between Woodland Avenue and East 93rd Street and also at Cedar Avenue was eliminated; A curbed median was added along East 105th Street between Quincy and Cedar avenues to facilitate pedestrian crossings; and Medians, where present, will be used as pedestrian refuges where possible. These updates would generally reduce the width of the Opportunity Corridor boulevard and would allow pedestrians to cross shorter distances in less time. The medians, in particular, would provide pedestrians a safe place to pause while crossing traffic traveling in different directions.</p> <p>The project team coordinated with the City of Cleveland and the local Community Development Corporations (CDC's) regarding providing on-road bike lanes instead of a multipurpose path for bicycle traffic. The City and the CDC's stated a clear preference for the multipurpose path as it was perceived as a safer alternative to on-road bike lanes. FEIS Section 4. 4 contains additional information about the project's effects to pedestrian mobility.</p>
		B-69-4d	Street Closures	Barriers to mobility include sound and retaining walls, a sidewalk on only one side of the road, longer crossing distances at intersections, a wider “suburban style” bike path instead of bike lanes and cul-de-sacs or closings for nine neighborhood streets and Quincy, a main artery .	<p>See the response to Comment B-18-1 for a discussion of the Quincy Avenue closure.</p> <p>See also the response to Comment B-20-4 for a general discussion related to street closures.</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-69	Lefkowitz, Marc	B-69-5	Alternatives	Is it possible to remove the bottlenecks around I-490 and E. 55th and fix the 'five points' intersection where E. 55th, Kinsman, Woodland collide and introduce a modern traffic lighting system that improves connectivity at far less cost?	<p>The existing Level of Service (LOS) at the I-490/East 55th Street intersection is LOS F (see DEIS page 2-3). The design year traffic analysis shows that the proposed project would improve the Level of Service to LOS C/B (AM peak/PM peak) at the East 55th Street/quadrant roadway intersection and LOS C/B (AM peak/PM peak) at the intersection of the proposed boulevard/quadrant roadway.</p> <p>This information, as well as the traffic operational analysis completed for the remainder of the study area, is contained in the <i>Opportunity Corridor Operational Analysis Technical Memorandum</i> (May 2012, revised June 2012) which is on the CD included with the DEIS and incorporated by reference into the DEIS and the FEIS.</p> <p>The DEIS discusses the potential impacts of the preferred alternative on the existing roadway network (see DEIS "How would the existing roadway network be affected?" on pages 4-22 and 4-23). The proposed boulevard would help the existing roadway network to better handle traffic volumes. For example, when the Cleveland Opportunity Corridor is built, traffic on several neighboring roadways and intersections (e. g. , the "five points" intersection) is expected to shift to the new boulevard. With less traffic, these other roadways and intersections will operate better.</p> <p>Detailed information about the Opportunity Corridor's effects on the transportation network is also provided in the <i>Opportunity Corridor Certified Traffic Plates</i> (June 2012) and the <i>Opportunity Corridor Operational Analysis Technical Memorandum</i> (May 2012, revised June 2012). These reports are on the CD included with the DEIS and incorporated by reference into the DEIS and the FEIS.</p> <p>See also the response to Comment B-34-1.</p>
		B-69-6	Alternatives	A significant portion of the funding for this project should be directed toward demand management strategies. For example, ODOT can build the infrastructure for a transit oriented development in the E. 79th Street area around the Red Line Rapid Station and support multi-modal connectivity within the study area both east-west and north-south.	<p>Transportation Demand Management strategies would not meet the project's purpose and need, which is to improve system linkage, improve mobility and support economic development. See also the response to Comment B-10-9.</p> <p>The Opportunity Corridor project will not determine future development, including Transit Oriented Development (TOD). See the response to Comment B-1-1. However, the project will improve connectivity among transit facilities such as GCRTA stations provide the infrastructure to support redevelopment plans that could increase patronage within the transit system.</p> <p>(See DEIS Chapter 2 and the Opportunity Corridor Purpose and Need Statement (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-69	Lefkowitz, Marc	B-69-7	Urban Agriculture	The project can support the burgeoning development of urban agriculture by purchasing and setting aside some of the vacant land in the study area for an expansion of local food production.	See the response to Comment B-58-8.
		B-69-8	Noise	Noise barriers should be reconsidered.	See the response to Comment B-18-2.
B-70	Lefkowitz, Marc	B-70-1	Pedestrian Mobility	I have concerns about the project's impact to neighborhoods, the barriers, the way it sort of is bisecting and creating a serious inconvenience for pedestrians and people coming to and from through the neighborhood.	<p>The Cleveland Opportunity Corridor project is expected to maintain and, in some cases, improve overall pedestrian connections, access and safety by building features for these users.</p> <p>The preferred alternative would include a 10-foot multipurpose walking/biking path on the south side of the roadway and a 6-foot sidewalk on the north side of the roadway. These facilities would help improve bicycle and pedestrian movements that are currently blocked by the Kingsbury Run Valley and the Norfolk Southern Railway (NS) Cleveland Main Line (see DEIS page 4-19).</p> <p>The project would also build two pedestrian/bike bridges, one at East 59th Street and one at East 89th Street (see DEIS page 4-28) to maintain pedestrian connectivity. Furthermore, pedestrian signals and crosswalks will be provided at every traffic light. The signals will be timed so that pedestrians have enough time to cross the entire street before the opposing light turns green. Also, a curbed median will be included along East 105th Street between Quincy and Cedar avenues to facilitate pedestrian crossings; and medians, where present, will be used as pedestrian refuges where possible.</p> <p>In areas where streets would be closed, sidewalks would be extended to the new roadway to maintain pedestrian connections. The only exception would be at East 73rd Street. If noise walls are built at this location, they would prevent sidewalks from being connected to the boulevard. If the noise walls are not built, however, sidewalks would be connected. According to ODOT's noise policy, the decision to build the noise walls will be made by the impacted residents who would also be the primary users of the sidewalk connections. Pedestrian movements would not be restricted by any other retaining walls or noise barriers included in the project. See FEIS Section 4. 4.</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-70	Lefkowitz, Marc	B-70-2	Future Development	I think we could take the money, invest it right into this neighborhood, take \$331 million and take it back to Kinsman where there is a lot of development already happening on the east side.	The funds allocated to this project can be utilized for transportation projects only. Funding for local developments must be secured from other sources. See also the response to Comment B-11-8.
B-71	Lewis, Paul	B-71-1	Other	Initially I had concerns regarding East 86th Street and East 89th Street by Quincy on the south, and currently in discussions with the individuals here in charge; my concerns were answered in that time.	This comment has been noted in the project record.
B-72	Lohr, Christopher	B-72-1	Project Funding	The "preferred alternative" will create an unfunded liability to the City of Cleveland and its residents for the foreseeable future, adding to the number of main streets that require maintenance and repair.	See the response to Comment B-9-2.
		B-72-2	Future Development	I have concerns with whether there are viable tenants for any proposed space that becomes available, and whether it is appropriate to create a suburban or exurban style office and manufacturing district in the city.	See the response to Comment B-1-1.
		B-72-3	Pedestrian Mobility	Current trends point to walkable and transit-friendly districts as promoting the highest levels of economic development.	See the response to Comment B-53-2.
		B-72-4	Existing Roadways	USDOT, ODOT and NOACA all have a "fix it first" policy. Since the existing road network currently handles the traffic, upgrading said network should have been an alternative presented.	See the response to Comment B-2-2. Upgrading existing roadways was considered during the alternatives development for the Cleveland Opportunity Corridor project. See the response to Comment B-10-9.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-72	Lohr, Christopher	B-72-5	Roadway Width	The use of 12 foot lanes, despite the fact that 11 foot lanes are permitted on urban arterials, indicates that design speed for the roadway will far exceed the legal limit. ODOT should design the roadway with a target design speed of approximately 35 mph.	See the response to Comment B-9-4. The design speed of the proposed boulevard is 40 miles per hour. The posted speed limit along the boulevard will be 35 miles per hour.
		B-72-6	Bicycles	A better choice for bicycles would be an on-road facility, preferably a buffered bike lane or cycle track	Several comments received on the DEIS and at the public hearing asked ODOT to provide on-road bike lanes instead of a multipurpose path for bicycle traffic. Following the public hearing, this issue was coordinated with the City of Cleveland and the local Community Development Corporations (CDC's) to confirm the design of the preferred alternative. The City and the CDC's stated a clear preference for the multipurpose path as it was perceived as a safer alternative to on-road bike lanes. FEIS Section 3. 4 contains additional information about this and other updates to the preferred alternative that were incorporated or considered following the publication of the DEIS and public hearing.
		B-72-7	Noise	No typical boulevard should not require noise barriers.	See the response to Comment B-9-5.
		B-72-8	Traffic Operations	Why are there three lanes on part of the corridor as it heads northeast, but only two the entire way as it heads southwest? I have serious doubts that there would be significant flow differences that would require an additional lane in one direction.	An analysis was conducted to determine the number of lanes needed on the Opportunity Corridor boulevard during the times with the highest traffic volumes. The traffic projections were determined based on the Northeast Ohio Areawide Coordinating Agency's (NOACA's) Travel Demand Model (TDM) which was updated to incorporate the new boulevard, planned development anticipated to occur independent of the proposed boulevard and complementary development anticipated to occur in conjunction with the proposed boulevard. The traffic projections were certified by ODOT's Office of Technical Services on April 11, 2012. In the northeast direction, the highest traffic volumes occur during the morning commute. There is a concentrated peak during this time, and three lanes are needed in some areas to provide acceptable operations through the year 2020. In southwest direction, the highest traffic volumes occur during the evening commute. However, these volumes are less because the traffic is spread out over more time, and only two lanes are required.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-72	Lohr, Christopher	B-72-9	Alternatives	Where is the proposal to convert the existing section of I-490 into a boulevard as well thus providing a new E-W bike route from Tremont to University Circle. This would also remove the cost of having to create an overpass/interchange at E 55.	Converting I-490 into a boulevard and creating a new bike route from Tremont to University Circle would not meet the project's purpose and need to improve access and mobility within the Forgotten Triangle area and supporting redevelopment. (See DEIS Chapter 2 and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)
		B-72-10	Alternatives	A better idea perhaps would have been to create a "parkway" like MLK - then you have the connection that is desired, the lack of at-grade intersections that is also desirable (and not present in the OC), and a verdant landscape that provides Metropark style recreational opportunities in an area that is underserved in that respect. This would have meshed well with existing urban agriculture zones, and provided the opportunity for focused transit oriented development around rapid stations.	Eliminating the intersections along the Opportunity Corridor would not support the project purpose and need of improving access and mobility within the Forgotten Triangle area and supporting redevelopment. The Opportunity Corridor project will not determine future development, including Transit Oriented Development (TOD). See the response to Comment B-1-1. However, the project will improve connectivity among transit facilities such as GCRTA stations provide the infrastructure to support redevelopment plans that could increase patronage within the transit system. (See DEIS Chapter 2 and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)
B-73	Lucas, Coach Robert B.	B-73-1	Alternatives	Devise a shuttle monorail from E. 55 to Univ. Circle area.	Building a shuttle monorail would not support the project purpose and need of improving access and mobility within the Forgotten Triangle area and supporting redevelopment. (See DEIS Chapter 2 and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)
		B-73-2	Future Development	There's no big industrial parkway coming to this dead zone.	See the response to Comment B-1-1.
		B-73-3	DBE Goal	What black construction company is getting the bid to start this Opportunity Corridor?	See the response to Comment B-23-2.
		B-73-4	Street Closures	We don't want our streets cut up into cul-de-sacs.	See the response to Comment B-20-4.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-73	Lucas, Coach Robert B.	B-73-5	Impacts and Benefits	The University Circle employees that live on the West Side of Cleveland will benefit best. The local residents are still in the forgotten zone of Cleveland.	See the response to Comment B-10-1.
		B-73-6	Public Involvement	You need some residents that live in this area on your steering committee for best interest and input.	<p>In the early planning stages of the project (late 2004 to 2006), the project team had more than 50 meetings with people, businesses and organizations that could be affected by the project. The input received at these meetings helped the project team understand the problems, needs, goals and objectives for the study area. It also helped develop the project's purpose and need statement and evaluate alternatives.</p> <p>The project was placed on hold between 2006 and 2009 due to a lack of funding. When the project's development resumed in 2009, residents of neighborhoods in the study area were added to the steering committee. No decisions regarding the alternatives to be dismissed or carried for further study were made prior to gathering the public's input in 2009.</p> <p>See FEIS Section 3. 3 for a detailed summary of the alternatives development, including how the public was involved in the decision-making process.</p>
B-73a	Lucas, Robert B.	B-73a-1	Property Impacts	Our block has only nine houses and one house of the nine is unoccupied. If entrance and or exit ramps are to exist, them what will happen with our block (located on Kinsman Road south of the GCRTA Blue and Green lines) or at least the remainder of the houses not deemed for demolition?	This location is outside of the Opportunity Corridor project area. No project-related impacts would occur.
		B-73a-2	Other	A traffic signal is definitely needed at the corner of Sideway Avenue and Kinsman Road.	The Sideway Avenue/Kinsman Road intersection is located outside of the Opportunity Corridor project area; therefore, it will not be addressed as part of this project. This comment has been communicated to the City of Cleveland.
B-74	McCrary, Andrew	B-74-1	Traffic Operations	It is a basic fact in urban planning that more roads equal more traffic.	See the response to Comment B-69-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-74	McCrary, Andrew	B-74-2	Transit	The Opportunity Corridor copies the path of the Red Line rapid, something that will not benefit those who live on the Near East Side of Cleveland.	See the response to Comment B-2-3.
		B-74-3	Existing Roadways	Simply improve the streets of E. 55th and Woodland Avenue (Carnegie and Chester as well) with timed lights, streetscape and the urban renewal of business that you've been talking about. Re-paving and re-planning and re-development of East 55th Street, Woodland, Carnegie and Chester Avenues would be the best sustainable call if you're not going to be able to create a parkway without traffic lights.	See the responses to Comment B-2-2 and Comment B-16-1.
B-75	McGraw, Mike	B-75-1	Transit	Please include median right-of-way space for a rail transit element that could be added now or later.	Wide medians are included along much of the proposed Opportunity Corridor. However, future rail transit in median areas is not likely because existing transit service is currently provided parallel and adjacent to the proposed boulevard via the GCRTA Red Line and portions of the Blue-Green line. See also the response to Comment B-2-3.
		B-75-2	Mitigation Measures	Bus shelters are ok mitigation measures.	This comment has been noted in the project record. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-76	McQuillin, Steven	B-76-1	Alternatives	The discussed bike path is of particular interest and need. It should also connect in some way with Mill Creek Trail and the trail leading to the Canalway Visitors Center and have some link into downtown and the Shaker Heights area.	The preferred alternative would include a 10-foot bicycle and pedestrian path on the south side of the roadway, and a 6-foot sidewalk on the north side of the roadway. The proposed bicycle and pedestrian path would improve the City's bikeway network. It would also improve connections between existing bikeways located at East 55th Street, East 79th Street, Quincy Avenue, and Chester Avenue, as well as the Euclid Avenue Corridor bike lanes. The project would also improve bicycle and pedestrian movements that are currently blocked by the Kingsbury Run Valley and the Norfolk Southern Railway (NS) Cleveland Main Line. Connections to other bikeways outside of the project area, including the Mill Creek Trail and the trail leading to the Canalway Visitors Center, would not be included.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-76	McQuillin, Steven	B-76-2	Historic Resources	It would be great to document nearby historic properties and include some means by which historic residences, factories, and commercial/institutional buildings can be rehabilitated.	Historic resources in the project area were documented as part of the project development process. The project would result in minor impacts to the Kenneth L. Johnson (Woodland) Recreation Center (9206 Woodland Ave.) and the Wade Park Historic District. In a letter dated Nov. 29, 2012, FHWA determined that the Opportunity Corridor project would not adversely affect the historic integrity of these resources. On-going historic preservation activities will be governed by applicable federal, state and local regulations. (See DEIS "How would cultural resources be affected?" on pages 4-32 through 4-34. See also the <i>Phase I History/Architecture Survey Report for the Opportunity Corridor Project</i> (January 2010); the <i>Phase I Archaeological Literature Review, Prehistoric Context, and Archaeological Sensitivity Assessment for the Opportunity Corridor Project</i> (February 2010) and the <i>Phase I Archaeological Resource Review and Disturbance Assessment for the Proposed Opportunity Corridor Project</i> (November 2012). These reports, as well as agency coordination, are on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)
B-77	McShane, Laura	B-77-1	General Opposition	The project is a colossal waste of taxpayer dollars - meant to benefit the real estate schemes that have intentionally cleared the "forgotten triangle. "	This comment has been noted in the project record.
B-78	Metcalf, Mandy	B-78-1	Transit	Forty-percent of the households in the project area do not have cars and rely on public transportation or bicycling. Public transportation components were added as goals for the project, but only as evaluation factors, not for transportation needs.	See the response to Comment B-2-3.
		B-78-2	Relocation Process	The proposed mitigation measure fall short. Negative impacts to the projects of local residents include home seizure , increased noise and significant impacts to local air quality in an area of high asthma rates. Environmental Health Watch's concern is that a particular pollution hot spot study was not done.	See the response to Comment B-65-2.

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-78	Metcalf, Mandy	B-78-2b	Noise	The proposed mitigation measure fall short. Negative impacts to the projects of local residents include home seizure, increased noise and significant impacts to local air quality in an area of high asthma rates. Environmental Health Watch's concern is that a particular pollution hot spot study was not done.	See the response to Comment B-18-2.
		B-78-2c	Air Quality	The proposed mitigation measure fall short. Negative impacts to the projects of local residents include home seizure, increased noise and significant impacts to local air quality in an area of high asthma rates . Environmental Health Watch's concern is that a particular pollution hot spot study was not done.	A CO Hot-Spot (Microscale) Analysis was completed for the Cleveland Opportunity Corridor project in November 2012. Substantial air quality impacts are not anticipated to result from the project. All project-level air quality analyses and conclusions were coordinated with Ohio EPA, who concurred with the conclusions. The USEPA also concurred that the Opportunity Corridor project was not a project of air quality concern and has met the statutory requirements of the Clean Air Act. (See DEIS "Would air quality be affected?" on pages 4-25 and 4-26. See also the <i>Opportunity Corridor CO Hot-Spot (Microscale) Analysis Report</i> (November 2012) and <i>Opportunity Corridor Qualitative Mobile Source Air Toxics (MSAT) Analysis Report</i> (November 2012) which are on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)
		B-78-3	Future Development	The project could encourage disinvestment in the inner city. As designed, the roadway will serve as an obstacle in the district.	The Opportunity Corridor will not serve as an obstacle in the area. Rather, the Cleveland Opportunity Corridor project will improve system linkage and mobility within the area between I-77 and University Circle. It will achieve this by providing an east-west arterial street between I-77 and University Circle that connects to the existing transportation infrastructure. Additionally, the proposed boulevard would provide a way for multi-modal traffic to cross man-made and natural features that currently serve as barriers to mobility, including the Kingsbury Run Valley, the GCRTA Blue/Green rapid transit line, and the NS Cleveland Mainline (See DEIS "How will the preferred alternative meet the project purpose and need?" on page DEIS page 3-9 and DEIS "How would the existing roadway network be affected?" on page 4-22.)
B-79	Middleton, Margaret	B-79-1	89th Street Closure	Please don't block 89th Street.	See the responses to Comment B-19-1.

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-80	Moavero, Tracy	B-80-1	Existing Roadways	We already have more roads than we can manage for our population size. We need funding for existing infrastructure.	See the response to Comment B-2-2.
		B-80-2	Transit	We need funding for developing public transit, which is what residents of the affected neighborhoods really need, as many can't afford cars.	See the response to Comment B-2-3.
		B-80-3	Mitigation Measures	The mitigation measures are fine, but they are being stuck onto a project that is fundamentally flawed and that runs counter to what development needs to look like to really help these struggling neighborhoods.	Without the Opportunity Corridor project, the mitigation measures would not be implemented. The funds allocated to this project can be utilized for transportation projects only. The mitigation measures are eligible for project funding because they have been identified as necessary measures to minimize harm that could result from the construction and operation of the proposed boulevard. As stand-alone actions not tied to a transportation project, the mitigation measures would not be eligible for transportation funding. A complete list of other mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-81	Mogren, Diane	B-81-1	Existing Roadways	The hundreds of millions of dollars proposed for this could be spent to improve the existing street grid and timing of lights: E 55th, Woodland, Quincy, Cedar, Carnegie.	See the responses to Comment B-2-2 and Comment B-16-1.
		B-81-2	Transit	The funding could be invested in better public transit (more frequent trips on a route, more routes).	See the response to Comment B-2-3.
		B-81-3	Bicycles	The funding could be invested in better accommodations for increasing bicycle traffic. Add bike lanes to lessen existing auto congestion.	See the responses to Comment B-16-4 and Comment B-72-6.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-81	Mogren, Diane	B-81-4	Future Development	The proposed boulevard has only 13 at-grade crossings along its length, creating large industrial areas which will divide the city, cutting off the parts to the South.	The Opportunity Corridor will include thirteen signalized intersections spaced between 650 feet and 2,300 feet apart. Providing access via signalized intersections would support the project purpose and need of improving access and mobility within the Forgotten Triangle area and supporting redevelopment. The locations of the proposed intersections were selected based on the existing street grid, existing traffic patterns and need to provide acceptable traffic flow along the roadway. See also the response to Comment B-1-1 (See DEIS Chapter 2, FEIS Chapter 2 and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011) which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)
B-82	Mohorich, Phillip	B-82-1	Existing Roadways	I stand firmly against this project, considering it to be waste of money that would be better off spent improving the existing infrastructure in the area.	See the response to Comment B-2-2. For a discussion of the project's funding, see the response to Comment B-11-8.
		B-82-2	Future Development	I disagree with the plan for "super-blocks" of vacant land ready for development that assumes that these spaces will magically fill up with companies and jobs.	The blocks along the Opportunity Corridor will be between 650 feet and 2,300 feet long and will be defined by the locations of the signalized intersections. The locations of the proposed intersections were selected based on the existing street grid, existing traffic patterns and need to provide acceptable traffic flow along the roadway. See also the response to Comment B-1-1.
		B-82-3	Mitigation Measures	Mitigation measures are all good as stand-alone efforts, not tied to the construction of an un-needed project.	See the response to Comment B-80-3.
B-83	Moody, Carla	B-83-1	89th Street Closure	I would rather E. 89th Street not be cut off.	See the response to Comment B-19-1.
		B-83-2	Workforce Development	I would like to see recruitment of Fairfax residents trained and employed for this project and knowledge thereof in a public location.	See the response to Comment B-55-1.
		B-83-3	DBE Goal	Verify that the DBE goals are being met.	See the response to Comment B-23-2.
B-83a	Moton, Shirlean	B-83a-1	Relocation Process	You are stealing my people's homes and property.	See the responses to Comment B-19-2 and Comment B-65-2.
		B-83a-2	Existing Roadways	Repair our streets and make them safe.	See the response to Comment B-2-2.

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-83a	Moton, Shirlean	B-83a-3	Transit	Put back all of our buses you took, give us transportation on Woodhill Road and Buckeye Road. Repair the 79th red line rapid station, don't shut it down.	See the response to Comment B-2-3. The Opportunity Corridor project will not impact bus routes on Woodhill and Buckeye roads. Past and future decisions about bus routes on these roadways are the responsibility of the GCRTA. The project will not impact GCRTA rapid transit routes such as the GCRTA Red Line.
		B-83a-4	Workforce Development	People get the training but they don't get the jobs.	See the response to Comment B-58-4.
B-84	Muhammad , Debrah	B-84-1	Transit	I would prefer mass transit vs. auto route.	See the response to Comment B-2-3.
		B-84-2	Transit	I recommend keeping the 79th Street rapid transit route to the airport open.	The Opportunity Corridor project will not impact GCRTA rapid transit routes such as the GCRTA Red Line, which provides access to Cleveland Hopkins International Airport.
		B-84-3	Bicycles	I want bike lanes.	See the response to Comment B-72-6.
		B-84-4	Relocation Process	Residents deserve \$100K per home to move or build an affordable neighborhood for residents who want to stay in the area.	See the response to Comment B-19-2.
B-85	Muhammad , Debrah	B-85-1	Future Development	Some reports show where the area is going to turn into a mini industrial complex; that's not a neighborhood. We don't have any guarantees from the city that there will be any additional planning efforts for this area, such as affordable housing for the residents who wish to remain in this area.	The Cleveland Opportunity Corridor project will not determine future development for the area. This is consistent with the project's purpose and need, which is to improve the transportation infrastructure to allow future planned economic development to occur. Land use change, including future residential development, would largely be determined by local plans and regulations. See also the response to Comment B-1-1. As part of the adopted long-term plans, the City and CDCs are focusing their efforts on consolidating dispersed residents into a few areas that have been slated to remain or are currently residential. These efforts—and planned infill development—will ultimately strengthen the communities. Those residents that need to be relocated as part of the project will have the opportunity to move to these areas, if they choose.
		B-85-2	Relocation Process	People have been in this area for over four generations and they would like to stay here, other than being given a minimum package to move.	See the responses to Comment B-19-2 and Comment B-65-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-85	Muhammad , Debrah	B-85-3	Impacts and Benefits	And lastly, the east side neighborhoods would be displaced permanently, and changing the leadership over and taking the residents from the neighborhood will take away this east side voting.	<p>The Cleveland Opportunity Corridor project will not displace entire neighborhoods. The project also will not determine future land use in the area. This is consistent with the project's purpose and need, which is to improve the transportation infrastructure to allow future planned economic development to occur.</p> <p>Future land use change would largely be determined by local plans and regulations. The City of Cleveland has developed a <i>Connecting Cleveland 2020 Citywide Plan</i>, which envisions consolidating local neighborhoods to provide the necessary in-fill to strengthen, improve, and protect communities in and around the Opportunity Corridor.</p> <p>Given this, the Opportunity Corridor project is not anticipated to result in any changes to the overall representation of area neighborhoods at the local, state or federal level.</p> <p>(See the <i>Opportunity Corridor Indirect and Cumulative Effects Assessment Technical Memorandum</i> (July 2012), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
B-86	Murray, Lavitta	B-86-1	Other	The project development does not satisfy current laws, regulations and executive orders.	The Cleveland Opportunity Corridor project is being developed according to requirements of the National Environmental Policy Act of 1969 (NEPA) and many other state and federal policies, regulations, laws, guidance documents and executive orders. Furthermore, the alternatives for the Cleveland Opportunity Corridor project were developed through the ODOT's Project Development Process (PDP), which uses environmental and engineering studies to find solutions for transportation problems.
		B-86-2	Relocation Process	Provide fair compensation for properties.	See the response to Comment B-19-2.
B-87	Odens, Lynn	B-87-1	Quincy Avenue Closure	My sister lives on Woodland Avenue, and it will be very hard for me to get to her if it's an emergency because I use Quincy Avenue to get to Woodland Avenue.	<p>The east-west connectivity of Woodland Avenue will not be impacted by the construction of the proposed project. Therefore, based on the information provided, it appears the most direct route to the referenced home on Woodland Avenue should not be impacted by the proposed project.</p> <p>The alternative route for traffic traveling from the north and west to Woodland Avenue to via Quincy Avenue would be to use the new boulevard and East 93rd Street to reach Woodland Avenue. The travel distance for the existing and new routes would be nearly equivalent.</p> <p>See FEIS Section 4. 5 for a more detailed description of the design constraints associated with connecting Quincy Avenue to the proposed Opportunity Corridor boulevard.</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-88	Olsavsky, John	B-88-1	General Support	With this new project it would be so exciting to bring life to an old but very venerable neighborhood.	This comment has been noted in the project record.
B-89	Ottoson-Deal, Sasha	B-89-1	Street Closures	I am concerned about the number of streets that will be turned in to dead-ends/cul-de-sacs. This is directly in opposition with the goal of increasing connectivity and transportation options in the neighborhood.	See the response to Comment B-20-4.
		B-89-2	Relocation Process	I am concerned about the number of homes and business that will be demolished. I would like to see a creative solution that allows impacted residents to receive well above and beyond the required minimum compensation.	See the responses to Comment B-19-2 and Comment B-65-2.
		B-89-3	Environmental Justice	I am concerned about the environmental justice aspect of this project and I do not feel that the proposed mitigation strategies are effective or sufficient.	See the response to Comment B-112-1.
		B-89-4	Future Development	I do not believe the expected economic benefit to the impacted neighborhoods is realistic.	See the response to Comment B-1-1 and Comment B-10-2.
		B-89-5	Mitigation Measures	I support enhancements to the entrance into the St. Hyacinth area and the enhancement of bus shelters.	This comment has been noted in the project record. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-90	Pallotta, Ann	B-90-1	Pedestrian Mobility	I think this road could degrade quality of life in neighborhoods by serving as a major barrier to those on foot and bike.	See the response to Comment B-70-1.
		B-90-2	Noise	Traffic noise will be added to the area.	See the response to Comment B-18-2.
		B-90-3	Air Quality	Pollution will be added to neighborhoods that already suffer from serious air pollution problems.	See the response to Comment B-18-3.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-90	Pallotta, Ann	B-90-4	Existing Roadways	Please improve the viability of the neighborhoods and spend money to improve existing roadways.	See the response to Comment B-2-2. For a discussion of the project's funding, see the response to Comment B-11-8.
B-91	Pascol, Tarra	B-91-1	Street Closures	I do not support the opportunity corridor. I would have a hard time getting to the hospital with my health conditions.	Based on the information provided, none of the proposed improvements or changes to existing roads would occur in the area the referenced residence. It is unclear how the proposed project would affect this individual's travel route to the hospital.
B-92	Petratis, Kestutis A.	B-92-1	Existing Roadways	Provide funding to resurface existing roadways	See the response to Comment B-2-2. For a discussion of the project's funding, see the response to Comment B-11-8.
		B-92-2	Bicycles	Add additional funds for cycling.	<p>The Opportunity Corridor project has a stated goal of improving infrastructure for pedestrians and bicycles. To accomplish that objective, the project will include a 10-foot pedestrian/bike path on the south side of the roadway which will improve the City's bikeway network. It would also improve connections between existing bikeways located at East 55th Street, East 79th Street, Quincy Avenue, and Chester Avenue, as well as the Euclid Avenue Corridor bike lanes. The project will also improve bicycle movements that are currently blocked by the Kingsbury Run Valley and the Norfolk Southern Railway (NS) Cleveland Main Line.</p> <p>The bicycle features of the preferred alternative will be fully funded as part of the project's construction. For additional details of how the proposed project will affect bicyclists, see FEIS Section 4. 4.</p> <p>(See DEIS Chapter 2, "How would bicycles and pedestrians be affected?" on pages 4-19 through 4-22, and the Opportunity Corridor Purpose and Need Statement (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
		B-92-3	Transit	Provide additional funds for public transportation.	See the response to Comment B-2-3.
		B-92-4	Mitigation Measures	What is the length of time for funding the mitigation measures?	The funding for mitigation measures will be available until the particular initiative is complete (i.e. construction of the pedestrian bridges) or the funding commitment has been met (i.e. on-the-job training). A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-93	Pleasant, Joyce	B-93-1	General Opposition	I do not agree that putting a highway through designated areas would be positive for the community and do not support the need for relocations.	See the responses to Comment B-10-1 and Comment B-143-1.
B-94	Rajki, Stephen	B-94-1	Other	Looking at the profiles and the cross sections of these roadways, most of it hasn't been developed yet completely. I have concerns that the entire roadway will need to be elevated.	<p>The DEIS and FEIS summarize the major design features of the preferred alternative and its potential impacts. The information is based on the preliminary engineering design. As the project moves toward final design and construction, the engineering design will be refined even more.</p> <p>Based on the preliminary engineering completed to date, much of the Opportunity Corridor will be built at the same elevations as the existing street network and access will be provided at signalized intersections. The project will include these bridges:</p> <ul style="list-style-type: none"> • East 55th Street over the proposed boulevard; • Pedestrian/bike bridge over the proposed boulevard at East 59th Street; • Proposed boulevard over the Kingsbury Run Valley (two bridges); • Proposed boulevard over the GCRTA Blue and Green lines (two bridges); • Norfolk Southern Railway (NS) Cleveland Mainline over the proposed boulevard (two bridges); Pedestrian/bike bridge over the NS Nickel Plate/GCRTA Red Line at East 89th Street; and • Proposed boulevard over the NS Nickel Plate/GCRTA Red Line. <p>A description of the preferred alternative is included in FEIS Section 3.5.</p>
B-95	Range, Tamika	B-95-1	Alternatives	I don't see projects like this impact areas where people have larger incomes.	<p>Locating the project in another area will not meet the basic purpose, which is to improve the roadway network within a historically underserved, economically depressed area (the "Forgotten Triangle") in the City of Cleveland.</p> <p>See also the response to Comment B-10-1.</p> <p>(See DEIS Chapter 2 and the Opportunity Corridor Purpose and Need Statement (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-95	Range, Tamika	B-95-2	Public Involvement	This project should have been on the news to let people know about it.	The public hearing for the Opportunity Corridor project was advertised in the <i>Cleveland Plain Dealer</i> and the <i>Cleveland Call and Post</i> . Hearing invitations were sent to the project mailing list. Furthermore, several organizations such as the local CDC's distributed the hearing advertisements to their constituents. Lastly, aspects of the project were reported in several print and television outlets in the weeks leading up to the public hearing.
		B-95-3	Public Involvement	I hope that you can all take the feedback from all the people that are in this community, from the youngest to the oldest.	See the response to Comment B-19-3.
		B-95-4	Bicycles	I want my son to have the opportunity to be able to ride his bike back and forth to school. If you go through Beachwood and Shaker right now, they have bike paths that they put down. Are we creating an environment like that?	See the response to Comment B-92-2.
B-96	Render III, R. L.	B-96-1	Relocation Process	I am greatly concerned about how persons who must be relocated will be processed. Money but be provided to fairly compensate these families, seniors and business owners.	See the response to Comment B-19-2.
		B-96-2	Future Development	Aspects of this project have promoted the economic development potential for the entire corridor, yet there has not been one developer who has signed up to locate in the area.	See the response to Comment B-1-1.
		B-96-3	Public Involvement	Listen to the voice of those who have brought forth good ideas that should be incorporated or integrated into your overall plan. If you listen and get the buy-in from the community, this becomes a win-win situation for everyone	See the response to Comment B-19-3. FEIS Section 3. 4 includes a summary of the minor updates that have been incorporated into the design of preferred alternative in response to comments received since the DEIS was published.
B-97	Ridgeway, Jan	B-97-1	Workforce Development	We understand the need to create a transportation corridor that would bring people in for jobs, but we need to also have those jobs.	See the response to Comment B-15-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-98	Russ, Adam	B-98-1	Existing Roadways	Personally, I find the entire project to be a waste of money, as streets like Carnegie could be updated first to alleviate any perceived traffic issues.	See the response to Comment B-2-2.
		B-98-2	Mitigation Measures	I endorse the urban agriculture and St. Hyacinth measures.	This comment has been noted in the project record. See the response to Comment B-58-8. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
		B-98-3	Context Sensitive Solutions	Other aesthetic considerations should be done as a matter of course.	See the response to Comment B-1-2.
B-99	Russell, Rosetta	B-99-1	Transit	I don't approve of this construction plan because it would hurt the communities transportation needs that a lot of people in the communities depends on, including GCRTA rapid transit.	See the response to Comment B-2-3.
		B-99-2	Street Closures	A lot of dead ends are to be added that can be harmful at night.	Many of the proposed cul-de-sacs would occur immediately adjacent to the proposed boulevard. To enhance safety, the proposed boulevard will include lighting for the roadway, as well as the sidewalk and multipurpose biking/walking path. In most areas, sidewalks will also be extended to the new roadway to maintain pedestrian connections.
		B-99-3	Existing Roadways	If anything we don't want this work done just our streets smoothed out and not so uneven.	See the response to Comment B-2-2.
B-100	Sadock, Juliana	B-100-1	Relocation Process	Dislocating 64 or 76 households is no small thing.	See the response to Comment B-65-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-100	Sadock, Juliana	B-100-2	Alternatives	For traffic coming from the southwest into University Circle, taking to it the heart of University Circle doesn't make sense, on its face. If anything, the western border of the Hough neighborhoods, the western area of the Clinic should be the destination for those cars.	<p>The project will begin at I-490-East 55th Street in the west and end at Chester Avenue/East 105th Street in the east. These roads are logical endpoints for goods, employees, patients, students, residents and tourists who travel in the area. After reaching I-490/I-77/East 55th Street, people can drive to I-77, I-71 and I-90 and connect to western and southern suburbs, or the Cleveland Hopkins International Airport. When people reach East 105th Street/Chester Avenue, they can go on to the University Circle area or other eastern suburbs.</p> <p>The beginning and end points of the project have been agreed upon by the Ohio Department of Transportation (ODOT) and the Federal Highway Administration (FHWA). They provide an area that is just the right size to meet the project purpose and need. See FEIS Chapter 2.</p> <p>(See also DEIS Chapter 2 and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
		B-100-3	Transit	I would suggest that more transit orientation needs to be made.	See the response to Comment B-2-3.
		B-100-4	Street Closures	The project, with the cul-de-sacs, will make getting north and south more difficult especially for the people that live south of University Circle.	See the response to Comment B-20-4.
B-101	Savino, Juliana	B-101-1	Existing Roadways	There are seven east-west routes into University Circle from the west. Improve those.	See the response to Comment B-2-2.
		B-101-2	Transit	It would be better to build decent park/shuttle options on the western reach of University Circle/Hough/Fairfax, say around E 79th and Cedar Avenue.	See the response to Comment B-2-3.
		B-101-3	Noise	The fact that noise barriers are even a consideration shows this project is about commuters and very little about the neighborhood.	See the response to Comment B-9-5.
		B-101-4	Urban Agriculture	Glad to see urban agriculture mentioned. This whole area should be considered a food enterprise zone and be planned accordingly.	See the response to Comment B-58-8.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-101	Savino, Juliana	B-101-6	Street Closures	The proposed route decreases the number of north-south routes for residents on each side of the boulevard. Cleveland does not lack for east-west routes and can ill afford to lose north-south streets.	See the response to Comment B-20-4.
B-102	Schaerfl, Mr.	B-102-1	Traffic Operations	What kind of a traffic, scientific traffic management system are you going to have so that I don't have to stop at every one of those 13 traffic lights?	During final design and after construction of the project, the signals along the Opportunity Corridor roadway will be coordinated to minimize delays to the traveling public.
B-103	Schiavoni, Dale	B-103-1	General Support	I support the preferred alternative.	This comment has been noted in the project record.
B-104	Schmitt, Angie	B-104-1	Other	ODOT has set the design speed of the road at 40 mph, and admits the real speed will be 45 miles per hour.	The design speed for the Opportunity Corridor is 40 mph, and the posted speed limit along the boulevard will be 35 mph.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-104	Schmitt, Angie	B-104-2	Roadway Width	Design elements that will discourage multi-modal use of the "Opportunity Corridor" include:· Wide intersections with large turning 'radii'· No mid-block crosswalks· 12- and 13-foot lane widths, designed for highway speeds· No pedestrian refuges in the center median· A sidewalk confined to the north side of the road· Instead of on-road bike lanes, a suburban-style bike path	<p>The preferred alternative would only include a sidewalk on the north side of the road. However, a walking/biking path would be included on the south side.</p> <p>Following the publication of the DEIS, the following updates were made to the preferred alternative: the width of thru-lanes was reduced from 12-foot to 11-foot effective width; the width of turn lanes was reduced from 11-foot to 10-foot effective width; the third eastbound lane between Woodland Avenue and East 93rd Street and also at Cedar Avenue was eliminated; a curbed median was added along East 105th Street between Quincy and Cedar avenues to facilitate pedestrian crossings; and medians, where present, will be used as pedestrian refuges where possible.</p> <p>These updates would generally reduce the width of the Opportunity Corridor boulevard and would allow pedestrians to cross shorter distances in less time. The medians, in particular, would provide pedestrians a safe place to pause while crossing traffic traveling in different directions.</p> <p>The project team also evaluated each block along the proposed boulevard to determine if midblock crossings should be included to help pedestrians more easily move through the area. Based on the results of these analyses, no midblock crossings were included as part of the project.</p> <p>Following the public hearing, the project team coordinated with the City of Cleveland and the local Community Development Corporations (CDC's) regarding providing on-road bike lanes instead of a multipurpose path for bicycle traffic. The City and the CDC's stated a clear preference for the multipurpose path as it was perceived as a safer alternative to on-road bike lanes.</p> <p>Following the public hearing, the project team evaluated if it would be possible to reduce curb return radii to reduce the size of the intersection areas. After further coordination with City of Cleveland and other stakeholders, it was decided to retain larger curb return radii. This would allow trucks and busses to safely turn corners within the roadway area rather than hopping the curbs or blocking opposing movements. It was determined that the safety benefits of this design outweighed the benefits of reduced intersection areas. See FEIS Section 4. 4.</p>
		B-104-3	Street Closures	Ten neighborhood streets will become dead ends at Opportunity Corridor, including Quincy Avenue, which is a bus route that serves public housing	<p>See the response to Comment B-18-1 for a discussion of the Quincy Avenue closure.</p> <p>See also the response to Comment B-20-4 for a general discussion related to street closures.</p>

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-104	Schmitt, Angie	B-104-4	Noise	Sound walls are being considered to separate the road from the neighborhood	See the response to Comment B-45-1.
		B-104-5	Traffic Operations	A barrier at E. 55th Street blocks entry and egress to the Red Line Rapid Station (but a very expensive on-ramp will be built to help motorists coming north on E. 55th from Slavic Village)	<p>The preferred alternative would maintain access to East 55th Street via a quadrant roadway – a new two-way street that will be built south of the new boulevard and near East 59th Street. It will have traffic lights at both East 55th Street and the boulevard, and it will allow cars to access both roadways.</p> <p>Traffic analyses conducted for the project have shown that the intersections for the quadrant roadway will operate at acceptable levels in the design year (see the response to Comment B-69-2).</p> <p>The quadrant roadway was added based on the community's desire to keep full access to and from East 55th Street. It will also help make accessing the East 55th Street transit station safer and easier for pedestrians.</p> <p>Finally, the preferred alternative will include a bike/pedestrian bridge at East 59th Street to maintain non-vehicular access to the transit station from the St. Hyacinth neighborhood. Pedestrian and vehicular access to the GCRTA transit station will be provided off of East 55th Street.</p> <p>(See DEIS Figure 3-2, page 3-3.)</p>
		B-104-6	Traffic Operations	The study does not consider "induced demand," additional vehicles miles that will result from this tremendous investment undertaken for the convenience of drivers.	See the response to Comment B-69-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-104	Schmitt, Angie	B-104-6	Mitigation Measures	The inclusion of a “voluntary relocation program” as a “mitigating factor” will further weaken the existing neighborhoods.	<p>Residents would have to meet specific criteria to be eligible for the voluntary relocation assistance program (VRAP).</p> <p>These include:</p> <ol style="list-style-type: none"> 1. Proximity to the project - residential uses with direct access to the boulevard, as well as those located within the intersection influence areas (within areas occupied by turn lanes); and 2. Project-induced isolation – locations where the project would create a single remaining (isolated) residential land use on a block or in a general area. <p>Generally speaking, areas with multiple remaining residential land uses in proximity to one another were determined to not qualify for the VRAP program.</p> <p>Fifteen residences within the project area were determined to be eligible for the VRAP. The decision to relocate would be voluntary, and the residents would be afforded the same benefits as those directly impacted by the project. Due to the nature of the program and its eligibility criteria, further impacts to community cohesion are not anticipated. The VRAP is discussed in Section 4. 7 of the FEIS.</p> <p>(See also the <i>Opportunity Corridor Environmental Justice (EJ) Mitigation Residential Voluntary Relocation Assistance Program (VRAP) Technical Memorandum</i> (May 2013), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
		B-104-7	Air Quality	This project will worsen localized air quality in very vulnerable neighborhoods with very severe health disparities.	See the response to Comment B-18-3.
		B-104-8	Alternatives	A more prudent investment might be a more ‘market based’ strategy that involves lots of new housing in University Circle to reduce the demand for an urban highway.	<p>The funds allocated to this project can be utilized for transportation projects only. Funding for local developments must be secured from other sources. See the response to Comment B-11-8.</p> <p>See also the responses to Comment B-10-6 Comment and B-10-9 for information regarding the alternatives development.</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-104	Schmitt, Angie	B-104-9	Existing Roadways	University Circle and ODOT could invest a small portion of the funds on improvements to the existing roadway network between. Instead of one road, multiple existing roads in University Circle such as Stokes, MLK, Cedar and Chester Avenue could get long-needed improvements.	See the response to Comment B-2-2.
		B-104-10	Future Development	Opportunity Corridor is premised on an economic development study that Greater Cleveland Partnership paid Allegro Realty Advisors to produce.	<p>While other entities - including the Greater Cleveland Partnership and the City of Cleveland - have completed independent planning efforts for future economic growth, the Cleveland Opportunity Corridor project's purpose and need was not borne out of those planning studies.</p> <p>ODOT began studying the Opportunity Corridor during the Cleveland Innerbelt study, which began in 2000. One of the major concerns that was raised as part of the initial public involvement for the Cleveland Innerbelt study was that there is no convenient access to University Circle from I-71, I-90, or I-77. Due to the findings and conclusions of the Cleveland Innerbelt study, ODOT began studying the Cleveland Opportunity Corridor as a separate project in late 2004.</p> <p>Creating the transportation infrastructure to support planned economic development was added to the project's purpose and need at that time. See FEIS Section 3. 3 for a detailed history of the Cleveland Opportunity Corridor project.</p>
		B-104-11	Alternatives	An alternative to Opportunity Corridor would be to infuse University Circle with a massive infrastructure investment with the purpose of attracting mixed-use development that builds on the vacant areas around campus and the Euclid Corridor.	<p>Infrastructure improvements in University Circle would not support the project purpose and need of improving access and mobility within the Forgotten Triangle area and supporting redevelopment.</p> <p>(See DEIS Chapter 2 and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-104	Schmitt, Angie	B-104-12	Relocation Process	Opportunity Corridor will use eminent domain to seize the homes of impoverished families, and offer them 'fair market value' in return. Current appraised values for the homes that will be demolished are around \$6,000. How will 'fair market' translate to 'making whole' the little old lady who has lived here for decades so that she bears the loss, the pain of displacement and the expense of moving and finding a decent home?	See the response to Comment B-19-2.
B-105	Schmitt, Angie	B-105-1	Transit	The City of Cleveland should not invest so much money in a project that's for single occupancy vehicles. Many other cities are focused on transit.	See the response to Comment B-2-3.
		B-105-2	Pedestrian Mobility	The project should focus on walk-ability. The intersections on the boulevard have wide-turn radii. They have no pedestrian features, and they're potentially dangerous for residents that are vulnerable.	See the response to B-69-4c.
B-106	Schnell, Julia	B-106-1	Existing Roadways	We need to focus our roadway construction and renovation efforts on repairing the infrastructure we already have.	See the response to Comment B-2-2.
		B-106-2	Pedestrian Mobility	We need to focus our roadway construction and renovation efforts on making our streets more accessible for pedestrians.	See the responses to Comment B-3-1 and B-69-4c.
		B-106-3	Bicycles	We need to focus our roadway construction and renovation efforts on making our streets more accessible for cyclists.	See the response to Comment B-16-4.
		B-106-4	Mitigation Measures	The mitigation measures are all nice, but they could be established in other ways without the construction of the corridor.	See the response to Comment B-80-3.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-107	Seikel, Oliver	B-107-1	Bicycles	Will there be a bike/walk lane? If so, how wide will it be?	The preferred alternative for the Opportunity Corridor project will include a 10-foot walking/biking path on the south side of the roadway, and a 6-foot sidewalk on the north side. Along East 105th Street, the sidewalk will be on the west side, and the walking/biking path will be on the east side. North of Euclid Avenue, the project will have sidewalks on both sides, as the walking/biking path will end at the Euclid Avenue bike lanes (see FEIS Section 3.5).
		B-107-2	Bicycles	Will there be a bike/walk lane E105th? Will this connect with MLK/HD?	The preferred alternative for the Opportunity Corridor project will include a 10-foot walking/biking path on the south side of the roadway, and a 6-foot sidewalk on the north side (see DEIS pages 3-7 and 4-19). The 10-foot walking/biking path on East 105th Street will extend between Quincy Avenue and Chester Avenue. The proposed walking/biking path would be indirectly connected to Martin Luther King Jr. Drive through existing east/west bike and pedestrian facilities.
		B-107-3	Other	What are speed limits?	The posted speed limit along the Opportunity Corridor will be 35 mph.
		B-107-4	Traffic Operations	Will traffic signals be coordinated?	See the response to Comment B-102-1.
		B-107-5	Traffic Operations	Will this increase traffic burden on MLK?	The traffic analyses for the Opportunity Corridor project did not include Martin Luther King Jr. Drive, as it is located outside of the study area. However, based on the traffic patterns analyzed, the Opportunity Corridor would help the existing roadway network to better handle traffic volumes. For example, when the Cleveland Opportunity Corridor is built, traffic on several neighboring roadways and intersections - such as MLK Drive - is expected to shift to the new boulevard. With less traffic, these other roadways and intersections will operate better. (See FEIS Appendix C for certified traffic plates.)
		B-107-6	Alternatives	Will it eventually be extended to I-90 to relieve MLK burden?	There are no current plans to extend the Cleveland Opportunity Corridor project to I-90.
		B-107-7	Traffic Operations	Left turn for south bound E. 55th St. traffic will be a road block during peak use.	See the response to Comment B-69-2.
		B-107-8	Mitigation Measures	Why are the noise barriers so ugly?	See the response to Comment B-67-2.
		B-107-9	Transit	What will be the impact on use of RTA rapid transit?	The Opportunity Corridor project will not impact GCRTA rapid transit routes such as the GCRTA Red Line.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-107	Seikel, Oliver	B-107-10	Alternatives	I agree that traffic should be brought to the periphery not to the center of University Circle.	This comment has been noted in the project record.
		B-107-11	Pedestrian Mobility	Has adequate consideration been given to pedestrian crossings of the boulevard?	See the response to Comment B-3-1.
B-108	Seikel, Meredith	B-108-1	Mitigation Measures	This project should increase high speed internet access availability to aid in economic development.	The infrastructure for high speed internet access is currently available in the project area. As a result, it was not considered as a mitigation measure for this project.
B-109	Sickora, Mr.	B-109-1	Noise	They did not take into account the noise pollution it will create.	See the response to Comment B-18-2.
		B-109-2	Transit	It's going to also affect my access to the RTA station that we just had moved over to the east side of the East 55th Street bridge so we can get access to it.	The proposed project will construct a bike/pedestrian bridge at East 59th Street. This bridge will maintain a similar level of access to the GCRTA rapid transit station at East 55th Street for residents of the St. Hyacinth neighborhood. The proposed project will reconfigure the parking lot at the East 55th Street transit station, but access will be maintained off of East 55th Street.
		B-109-3	Traffic Operations	I don't think it's a good thing. It's going to just create more traffic headaches.	See the response to Comment B-69-2.
		B-109-4	Future Development	I don't believe it's going to create enough economic development in our area to warrant such a building of a road. I believe the money can be better used in other places in other aspects of the city.	See the response to Comment B-1-1, Comment B-11-8, and B-70-2.
B-110	Sickora, James	B-110-1	Maintenance of Traffic	The proposed detouring within the I-490/I-77 interchange will create a real hardship for my family.	Traffic along I-490 between East 55th Street and I-77 would be closed during construction. Traffic would be detoured to East 55th Street using the I-77 Interchange at Woodland Avenue/East 30th Street for about 12 to 18 months. The total detour length is approximately 1.5 miles. Given the temporary duration and short length of the detour, no substantial hardships to the traveling public are expected. (See DEIS "What would be done to keep traffic and people moving during construction?" on page 4-40 and Figure 4-35 on page 4-40.)

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-110	Sickora, James	B-110-2	Traffic Operations	The Francis Avenue loop (quadrant roadway) would create a traffic nightmare for truckers looking to get to the Bessemer Avenue extension from I-490/I-77.	The preferred alternative would maintain access to East 55th Street via a quadrant roadway – a new two-way street that will be built south of the new boulevard and near East 59th Street. It will have traffic lights at both East 55th Street and the boulevard, and it will allow cars to access both roadways. The quadrant roadway will also maintain access between I-490/I-77 and the Bessemer Avenue extension. Traffic analyses conducted for the project have shown that the intersections for the quadrant roadway will operate at acceptable levels in the design year (see the response to Comment B-69-2). (See DEIS Figure 3-2, page 3-3.)
		B-110-3	Mitigation Measures	Living on E. 61st between Maurice and Bellford, I am not against improvements on those streets. However, there are other streets in the immediate area that need just as much attention, if not more so.	Improvements on Maurice and Bellford avenues are included to help create a new entrance into the St. Hyacinth neighborhood to mitigate the impacts related to closing Francis Avenue. Improvements to other roadways would not be directly related to creating a new entrance for the St. Hyacinth neighborhood and are not included.
B-111	Sickora, James	B-111-1	Maintenance of Traffic	My mother has to use the I-77/I-490 interchange to get to work. If they reroute that area, that interchange, she has no way of getting there except to go through Broadway Avenue to get onto I-490. That's going to create much more of a headache for her.	See the response to Comment 110-1.
		B-111-2	Traffic Operations	Truckers use I-490 and I-77 to get to E. 55th to go to Bessemer Avenue. If you cut off that extension, you'll have to loop to 55th from the corridor. It's going to create much more truck headaches than it's worth.	See the response to Comment 110-2.
		B-111-3	General Opposition	I don't think the project is worth the trouble of spending \$331 million.	This comment has been noted in the project record.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-112	Singh, Ashai	B-112-1	Environmental Justice	<p>ODOT has identified numerous environmental justice concerns. My group does not believe they are fully studied or fully outlined or catalogued and that there are more impacts to neighboring communities than are being outlined.</p>	<p>The DEIS addresses impacts to environmental justice populations on pages 4-27 - 4-31, "How would low income and minority populations be affected?"</p> <p>Despite the benefits expected to result from the project, low-income and minority populations will be affected more than other populations. Because of this, the project was found to have a disproportionately high and adverse effect to low-income and minority populations.</p> <p>Several measures will be implemented and funded as part of the project to mitigate impacts and provide added benefits to the local community. These mitigation measures include building two pedestrian/bike bridges, implementing a voluntary residential relocation assistance program (VRAP), working to provide replacement housing with similar access to public transit, funding a portion of the planned expansion of the Kenneth L. Johnson Recreation Center, helping to create a new entrance into the St. Hyacinth neighborhood, constructing enhanced bus shelters in select locations, and funding on-the-job training.</p> <p>See FEIS Section 4. 7 for a detailed description of these mitigation measures.</p> <p>(See also the <i>Opportunity Corridor Environmental Justice Technical Memorandum</i> (April 2013), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
		B-112-2	Quincy Avenue Closure	<p>To cut off Quincy Avenue would impact number 10 and 11 bus users that serve the Woodhill homeowners. There is no guarantee that transit is going to be left intact, but it's actually impeded under the contract. That's a disproportionate cost being put on people who are trying their hardest to make it and use transit as their primary mode of transportation.</p>	<p>See the response to Comment B-18-1.</p>
		B-112-3	Workforce Development	<p>There needs to be a community benefits agreement to provide guarantees that there will be workforce inclusions.</p>	<p>ODOT does not anticipate developing any community benefits agreements (CBAs) in conjunction with the Cleveland Opportunity Corridor project. However, as a project commitment of the Opportunity Corridor project, ODOT will provide, at a minimum, \$500,000 to be utilized for on-the-job training that will target training opportunities for individuals in the immediate vicinity of the project.</p> <p>See the responses to Comment B-12-2 and Comment B-15-2.</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-112	Singh, Ashai	B-112-4	Air Quality	A full study of air quality is needed. You cannot add 10,000 heavy construction equipment and cars without impacting local air quality.	<p>Detailed studies of air quality impacts associated with the Cleveland Opportunity Corridor project were completed and documented in the <i>Opportunity Corridor CO Hot-Spot (Microscale) Analysis Report</i> (November 2012) and <i>Opportunity Corridor Qualitative Mobile Source Air Toxics (MSAT) Analysis Report</i> (November 2012) which are on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.</p> <p>These reports concluded that substantial air quality impacts are not anticipated to result from the project. All project-level air quality analyses and conclusions were coordinated with Ohio EPA, who concurred with the conclusions. The USEPA also concurred that the Opportunity Corridor project was not a project of air quality concern and has met the statutory requirements of the Clean Air Act.</p>
		B-112-5	Future Development	This project is being tallied on the basis of economic development. There needs to be guarantees on the front through benefits agreements that this is a fair deal, we have a full line of benefits for people most impacted.	See the response to Comment B-1-1 and Comment B-18-7.
B-113	Sleasman, Jeffrey	B-113-1	Alternatives	I'm confused by the rationale: if the idea is to alleviate traffic congestion, actually improving areas like Hough and Fairfax would be a far better solution.	<p>Improvements in Hough and Fairfax would not support the project purpose and need, which is to improve system linkage, improve mobility and support economic development.</p> <p>(See DEIS Chapter 2 and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
		B-113-2	Traffic Operations	I highly doubt the project will improve congestion. Plans for making long-distance commutes easier just induce more people to choose living long distances from University Circle. The Opportunity Corridor itself will become just as congested as the current routes.	See the responses to Comment B-69-2 and Comment B-132-4.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-113	Sleasman, Jeffrey	B-113-3	Mitigation Measures	Surely the secondary and tertiary elements (such as brownfield cleanup, urban agriculture and job training) can be pursued without creating an oversized urban thoroughfare that disconnects the community.	See the response to Comment B-80-3.
B-114	Sleasman, Jeff	B-114-1	Mitigation Measures	Some of the ancillary measures are reasonable (brownfield cleanup, park investment), but none require the Opportunity Corridor project, which is harmful for various reasons.	See the response to Comment B-80-3.
		B-114-2	Traffic Operations	By basically extending I-490 to University Circle, the Opportunity Corridor project actually places an incentive for people to live farther from the Circle and drive more. The Opportunity Corridor will actually induce more traffic over time and not solve congestion problems in the long run.	See the responses to Comment B-69-2 and Comment B-132-4.
		B-114-3	Future Development	A better option would be to invest funding on the neighborhoods surrounding University Circle to create incentives for more people to be there, rather than travel through. That would actually reduce traffic in the long run.	See the response to Comment B-70-2.
		B-114-4	Environmental Justice	It cannot be ignored that the people being forced out of their homes are low income and mostly black, while the long-distance commuters benefiting are mostly higher income and mostly white.	See the response to Comment B-112-1.
		B-114-5	Pedestrian Mobility	A huge boulevard kills pedestrian access. So does the idea of "superblocks" by making neighborhood residents walk blocks and blocks out of their way.	See the response to Comments B-3-1.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-114	Sleasman, Jeff	B-114-6	Future Development	\$350m (or indeed much less) would create much more value if used more effectively in Buckeye/Shaker, Central, Hough, Kinsman, and Fairfax. There's lots of unused land that can be developed very productively, if it's just given proper infrastructure incentives.	See the response to Comment B-70-2.
		B-114-7	Future Development	The Opportunity Corridor plan calls for light manufacturing to be moved in--yet we have no companies signed up. How do we know they will? What further tax incentives will we have to give them? How long will they stay? Would they be in Cleveland anyway--if so, why spend tons of money to just move them here instead of elsewhere?	See the response to Comment B-1-1.
B-115	Smiley, Raymond	B-115-1	Property Impacts	Yes I live very close to this project and was interested in knowing the direct impact it will have on my current residence.	No address was given. Therefore, a specific response is not possible. Figures 4-10 through 4-19 on pages 4-8 to 4-17 in the DEIS show the preferred alternative and all residential impacts. This information was also available at the public hearing.
B-116	Smith, Dr. Jerome	B-116-1	Relocation Process	How does the opportunity corridor compensate our organization (Poise Entertainment) (payment) for all of our dollars and the work which has been put into our project? We are business owners on this East 79th property. I would also like to add, our project will impact the community and youth and bring tens of thousands of careers as well as thousands of jobs to the youth and to the community.	See the response to Comment B-19-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-117	Smith, Jerome	B-117-1	Relocation Process	How does the Opportunity Corridor compensate our organization (payment) for all of our dollars and work which have been put into Poise Entertainment's Art-Entertainment Educational Center.	See the response to Comment B-19-2.
B-118	Smith, Gwendolyn	B-118-1	89th Street Closure	I go to Rudy's Sunoco on Buckeye at 89th when I come and go and get my gas there. It would be a great inconvenience if it was cut off.	In general, the project will not affect access to Buckeye Road. To access the Sunoco gas station located at the intersection of Buckeye Road and East 89th Street, several alternative north-south routes are available including East 79th Street and 83rd Street. In the worst case scenario, it is estimated that these alternative routes would add approximately 0.1 miles to the travel distance from your home to the Sunoco station. See the response to Comment B-19-1.
		B-118-2	Quincy Avenue Closure	I take both Quincy and Woodland to my property. I don't feel that closing Quincy is fair to us to make it convenient for others	See the response to Comment B-87-1.
		B-118-3	Relocation Process	I don't feel that this project is fair to us to make it convenient for others and uproot us and take our businesses like Rudy's and Bruder's.	The preferred alternative would require Bruder's, Inc. to be relocated. However, Rudy's Buckeye Beverage would not require relocation. See the response to Comment B-65-2.
B-119	Smith, Rebecca	B-119-1	Quincy Avenue Closure	Cutting off the 11 bus and creating dead end streets in my community will greatly affect me. It will create more crime in the community and eliminating the bus line will inconvenience those who catch the 11 bus.	See the response to Comment B-18-1 for a discussion of bus routes in the vicinity of Quincy Avenue. See the response to Comment B-50-1 for a discussion related to crime.
B-120	Smith, Eleanor	B-120-1	Transit	I do not agree with the bus cut off. People depend on the bus for shopping, school, and work. This would have a devastating effect.	The project will only impact five bus stops. The closure of Quincy Avenue would impact approximately four bus stops on GCRTA Bus Route 11 and one bus stop on GCRTA Bus Route 10. GCRTA will modify bus routes as necessary to maintain access for the transit dependent public housing populations located east of Woodhill Road and north of Woodland Avenue. All modifications to existing public transportation services will be made in accordance with GCRTA's Title VI Program. See FEIS Section 4.6 for further information related to impacts to public transportation.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-121	Smith, Valerie	B-121-1	Quincy Avenue Closure	The Opportunity Corridor will cul-de-sac a major North-South connection at East 105th Street & Quincy. This will cut off RTA bus routes and those traveling by car or foot.	The project will continue to provide the major north-south connection at East 105th Street and Quincy Avenue via Woodland Road, East 93rd Street and the new boulevard. The existing and proposed travel distances will be nearly equivalent. See the response to Comment B-18-1.
		B-121-2	Noise	Traffic noise may impact neighborhoods.	See the response to Comment B-18-2.
		B-121-3	Air Quality	Environmental issues such as pollution from the emission of fumes from vehicles coming through the neighborhood will have a negative impact.	See the response to Comment B-18-3.
		B-121-4	89th Street Closure	Dead ending and closing of East 89th Street at Woodland will force transit dependent people to walk further to access the #10 RTA bus service. Currently there is no RTA bus service for Woodland Avenue.	See the response to Comment B-18-4.
		B-121-5	Impacts and Benefits	The true beneficiaries of this \$331 million project are the commuters who don't live in the neighborhoods impacted.	See the response to Comment B-10-1.
		B-121-6	Workforce Development	There need to be some guarantees or concessions by ODOT regarding job creation and viable-expedited training programs that will assist residents in obtaining jobs at the onset of construction of the corridor.	See the response to Comment B-15-2.
		B-121-7	Future Development	There need to be some guarantees or concessions by ODOT regarding business development and enhancements for economic growth for all of the neighborhoods impacted.	See the response to Comment B-1-1.
		B-121-8	Workforce Development	Expedited job training programs must coincide with the project's implementation.	See the response to Comment B-15-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-121	Smith, Valerie	B-121-9	Relocation Process	ODOT must provide fair compensation and relocation funds to owners of properties that are in the direct path of the corridor.	See the response to Comment B-19-2.
B-122	Stanley, Walter	B-122-1	Project Funding	Turn the corridor into a toll road so the residents can reap the benefits of the road.	ODOT has identified several potential sources to pay for the project, including local, state and federal funds, as well as private funding through a public-private partnership. Tolling is not under consideration as a funding source. Tolling an urban boulevard with signalized intersections would not be feasible. (See DEIS "How would the project be funded?" on page 3-10.)
B-123	Staunton, Patrick	B-123-1	Noise	If this is truly a boulevard, there should be no noise barriers. Noise barriers are for freeways. If noise is an issue, use landscaping to absorb sound.	See the response to Comment B-9-5.
		B-123-2	Pedestrian Mobility	Please keep pedestrian access in mind when making decisions. Have crosswalks at lights, and for the roads that will be turned into cul-de-sacs/dead ends for autos, please keep pedestrian and possibly bike access.	See the response to Comment B-70-1.
		B-123-3	General Support	I love this project, if it is executed as it is sold. Reignite the industrial areas, and strengthen the residential ones.	This comment has been noted in the project record.
B-124	Stocking, Chris	B-124-1	Transit	I worked at the VA and that's a lot of concern, especially Veterans who use public transportation to get off there in the red line as well as the blue and green line down on Woodhill. So I'm not sure how those bus lines are going to work.	The Opportunity Corridor project will not impact GCRTA rapid transit routes such as the GCRTA Red Line and the Blue Green Line. See the response to Comment B-51-2 for a discussion of bus routes that provide access to the VA facility.

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-124	Stocking, Chris	B-124-2	Relocation Process	Instead of eminent domain to obtain these houses, there has been a housing crash. A lot of these houses aren't worth a lot, but they've paid a lot on their mortgage. You should spend some extra money and give these people fair money for their property, not just what the market asked, but \$100,000 for moving, for finding a new house, because some of these new houses' market value is only worth \$6,000.	See the response to Comment B-19-2.
		B-124-3	Quincy Avenue Closure	If the project goes through, the number 10 and 11 buses will no longer be able to run. It would be a dead-end at Quincy and Woodhill.	See the response to Comment B-18-1.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-124	Stocking, Chris	B-124-4	Mitigation Measures	Brownfields were industrial lands that have chemicals. They're not good land to build on. It wouldn't cost that much to clean up the land, another 10 million or more at an already 331 million project. Why not do that and at least clean up the land so people can use it?	<p>Polluted soil and groundwater from current and former land uses will be studied through Environmental Site Assessments (ESAs), which will be completed during final design. The results of those ESAs and any requirements for material handling and disposal and worker protection will be included in the design plans for the project.</p> <p>ODOT will address polluted soil and groundwater only for the properties needed to build the project. This may not include the entire parcel. Other funding sources would be required to complete remediation of residual parcels or properties not impacted by the project.</p> <p>As part of a separate project, the City of Cleveland received a grant from EPA to develop a plan to assess, clean up, and reuse existing brownfield sites in the study area. This grant is part of a partnership between the U. S. Department of Housing and Urban Development (HUD), USDOT and EPA. This partnership, called the Partnership for Sustainable Communities, helps communities meet their housing, transportation and environmental goals.</p> <p>The City's plan for brownfields redevelopment is being coordinated closely with the Cleveland Opportunity Corridor project. This coordination would continue during final design. Specific details of this coordination will be determined during final design of the project.</p> <p>(See DEIS "How would land from industrial properties be addressed?" on pages 4-37 and 4-38. See also the <i>Environmental Site Assessment Screening</i> (November 2009) and the <i>Phase I Environmental Site Assessment Opportunity Corridor Project Area</i> (April 2011) which are on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
		B-124-5	Future Development	I would like to know how the proponents of this project plan will make it so that it will not be taken over by fast food and Dollar Stores.	See the response to Comment B-1-1.
B-125	Stocking, Christopher	B-125-1	Relocation Process	Houses obtained under eminent domain will receive 'market value,' which is very little in some areas. Why not negotiate with residents for a fair and agreeable price.	See the response to Comment B-19-2.
		B-125-2	Mitigation Measures	Clean up the land, most are brownfields and need a few million to make it usable.	See the response to Comment B-124-4.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-125	Stocking, Christopher	B-125-3	Transit	Many households do not own a car, how does this project directly benefit public transit users?	See the response to Comment B-2-3.
		B-125-4	Quincy Avenue Closure	Veterans use the #10 bus to get to the VA, how will this work when Quincy is a dead end?	Access to the VA facility will be maintained. See the response to Comment B-18-1.
		B-125-5	Street Closures	The project may actually disadvantage those who don't own a car by creating dead end roads.	See the response to Comment B-70-1.
		B-125-6	Existing Roadways	Why not evaluate cheaper alternatives such as widening E. 55 and Woodland Ave?	<p>A range of alternatives was studied during the project's development, including improving existing streets – such as East 55th Street and Woodland Avenue – as well new roadways both north and south of the Norfolk Southern (NS)/Greater Cleveland Regional Transit Authority (GCRTA) rail trench.</p> <p>The alternative that widened East 55th Street and Woodland Avenue was removed from further study because the transportation benefits it would provide were not enough to justify the relatively high impacts to community facilities, cemeteries and churches. See FEIS Section 3. 3 for a detailed summary of the alternatives development, including how the public was involved in the decision-making process.</p> <p>(See DEIS "What other alternatives were studied but are no longer being considered" on pages 3-4 through 3-7. See also the <i>Cleveland Innerbelt Strategic Plan</i> (July 2004), the <i>Opportunity Corridor Draft Strategic Plan</i> (September 2006), and the <i>Opportunity Corridor Conceptual Alternatives Study</i> (October 2010) which are on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
B-126	Stocking, Mr.	B-126-1	Quincy Avenue Closure	I just wondered about the intersection at Quincy and Woodhill. Right now the plan is, it's proposed to be a dead end, but that's a pretty major intersection, and there's two RTA lines that use that main road, the number 10 and the number 11 buses. A lot of veterans use public transportation to get to their appointments at the VA. How they will get there if that intersection is closed?	Access to the VA facility will be maintained. See the response to Comment B-18-1.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-126	Stocking, Mr.	B-126-2	Relocation Process	A lot of these people have been paying mortgages into their houses for 30 years back when they were worth a lot more money than they are today, and so giving them the market value of today doesn't seem fair because they paid into the house for 30 years. Some of these houses are only worth \$6,000, and so if we were giving the person \$6,000 for the house, what do we expect them to do when they already paid off their house that you're taking away from them?	See the response to Comment B-19-2.
		B-126-3	Mitigation Measures	A lot of the land that they are proposing is brownfield land that needs to be cleaned up, and it would only cost, you know, a few more million dollars to do that work properly.	See the response to Comment B-124-4.
		B-126-4	Transit	The project should also be addressing those people in the neighborhoods that don't own cars and that rely on public transportation. The 10 and 11 bus routes will be cut off. Also, the East 55th rapid and the blue and green train service would be walled up, and there will actually need to be a pedestrian bridge just where anyone can walk up from all directions.	The preferred alternative will not impact GCRTA rapid transit routes such as the GCRTA Red Line or the Blue Green Line. Although pedestrian/bike bridges are included to maintain existing access, the travel distances for these users will be nearly equivalent to those that currently exist. See the response to Comment B-51-2 for a discussion of Bus Routes #10 and #11. See the response to Comment B-2-3 for a general discussion of the project's effects to public transportation.
B-127	Talley, Michael	B-127-1	Street Closures	I will be forced to detour from 93rd and Woodland.	The intersection of E. 93rd Street and Woodland Avenue would remain open as part of the project (see DEIS Figure 3-6 on page 3-8).
		B-127-2	Relocation Process	It's unfair to relocate my friends and family, and not paying them enough to sell out.	See the response to Comment B-19-2.
B-128	Taylor, Lester	B-128-1	Relocation Process	I was offered \$8,000 for my building which I believe is worth far greater than this amount.	See the response to Comment B-19-2. As of the date of this comment, ODOT had not made any offers on any of the land to be acquired for the project.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-128	Taylor, Lester	B-128-2	General Opposition	In my opinion this corridor is only a gateway for people to use to get through the neighborhoods which they will not stop in and shop. It creates barriers for the existing stakeholders and greater access for commuters.	<p>The Opportunity Corridor will not serve as an obstacle in the area. Rather, the Opportunity Corridor will meet the project's purpose and need of improving system linkage and mobility within the area between I-77 and University Circle. It will achieve this by providing an east-west arterial street between I-77 and University Circle that connects to the existing transportation infrastructure.</p> <p>Additionally, the proposed boulevard would provide a way for multi-modal traffic to cross man-made and natural features that currently serve as barriers to mobility, including the Kingsbury Run Valley, the GCRTA Blue/Green rapid transit line, and the NS Cleveland Mainline.</p> <p>The project's purpose and need also states includes providing a transportation system that supports planned economic development. The Cleveland Opportunity Corridor project will meet the project's purpose and need by creating the infrastructure to support planned revival and redevelopment in and around the "Forgotten Triangle," which is bordered by Kinsman Road, Woodland Avenue and Woodhill Road. However, several other things need to happen for the City to realize its future land use and economic vision.</p> <p>See also the response to Comment B-1-1.</p> <p>(See DEIS Chapter 2, "How will the preferred alternative meet the project purpose and need?" on page 3-9 and "How could the Cleveland Opportunity Corridor project influence the future of the area?" on page 4-41. See also the Opportunity Corridor Indirect and Cumulative Effects Assessment Technical Memorandum (July 2012), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
B-129	Taylor, Lynne	B-129-1	General Support	I really want this to happen I think it would be wonderful for the University Circle area where I live. I know people that wouldn't move to this area because it is so hard to get to the interstates.	This comment has been noted in the project record.
B-130	Todese, Abdusemih	B-130-1	Existing Roadways	How can we talk about building a whole project that costs a million dollars, but we have these roads in these areas that have been abandoned for many years.	See the response to Comment B-2-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-130	Todese, Abdusemih	B-130-2	Impacts and Benefits	There is no way in the world you can have this kind of money being spent in this neighborhood and the residents and those being impacted most to not benefit at the very last part of the process.	See the response to Comment B-10-1.
B-131	Toomer, Winston	B-131-1	Relocation Process	Will I still be able to receive my 4. 5-percent rate if forced to move and my rate was fixed for entirety of mortgage . If my property is marked for removal for project, when do I start looking for a new home and how long do I have to wait for the funding to relocate my family? Being in today's market most property owners have paid more for their property than its value, how will ODOT restore my living conditions? Does ODOT provide realtor help in placement or some good referral that works with this situation?	<p>The purchase of private property and cost of moving residents, businesses and churches to build the project would be regulated by state and federal laws, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). These laws provide for the fair and equal treatment of all persons affected by the project. Under the provisions of the Uniform Act, ODOT will make Increased Interest Payments to any residential owner-occupant who loses their existing favorable financing rate due to displacement by our project. This program will be used by ODOT on a case-by-case basis to assure that relocations would not be a financial hardship to the affected owners and tenants. Information on the relocation process was provided in handouts and in the presentation at the public hearing for the DEIS.</p> <p>ODOT will begin the process of buying property needed for the project in 2014, although some properties will be bought as late as 2015. For necessary relocations, ODOT will follow the requirements of the Uniform Act as well as other standard ODOT policies and procedures. In general, the relocation process will include the following:</p> <p>ODOT will determine the fair market value of the property, which is the amount of money a property will bring if offered for sale on the open market. This usually takes 3 to 6 months.</p> <p>ODOT will present a written offer based on the fair market value. This takes about 1 month. · The impacted party will be able to negotiate a final settlement with ODOT. This can take 1 to 3 months.</p> <p>There will be a “closing” phase in which ODOT will formally buy the property and file all the paperwork. This usually takes up to 2 months.</p> <p>The impacted party will find a new place to buy or rent. This can take 3 to 12 months.</p> <p>ODOT can provide advice on the moving process during this time. See also the responses to Comments B-18-9 and B-19-2. The relocation process is described in detail in Section 4. 3 of the FEIS.</p>

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-132	Turnbull, Kessa	B-132-1a	Roadway Width	Although this project is described as a 35mph boulevard, the wider lanes , sound walls, straight-aways , emphasis on commuters to University Circle, and exits designed for warehouses that we are hoping will get built in the forgotten triangle sounds a lot more like a thoroughfare.	See the response to Comment B-9-4.
		B-132-1b	Noise	Although this project is described as a 35mph boulevard, the wider lanes, sound walls , straight-aways, emphasis on commuters to University Circle, and exits designed for warehouses that we are hoping will get built in the forgotten triangle sounds a lot more like a thoroughfare.	See the response to Comment B-9-5.
		B-132-1c	Traffic Operations	Although this project is described as a 35mph boulevard, the wider lanes, sound walls, straight-aways, emphasis on commuters to University Circle , and exits designed for warehouses that we are hoping will get built in the forgotten triangle sounds a lot more like a thoroughfare.	See the response to Comment B-81-4.
		B-132-1d	Future Development	Although this project is described as a 35mph boulevard, the wider lanes, sound walls, straight-aways, emphasis on commuters to University Circle, and exits designed for warehouses that we are hoping will get built in the forgotten triangle sounds a lot more like a thoroughfare.	The preferred alternative for the Cleveland Opportunity Corridor project involves building an urban boulevard with traffic lights at intersections from the I-490-East 55th Street intersection to the East 105th Street-Chester Avenue intersection. Traffic will access surrounding development via standard, signalized intersections. Freeway-style entrances and exits are not an element of the project's design. See also the response to Comment B-1-1.
		B-132-2	Existing Roadways	We would be better off building more vertical streets and repaving the surrounding ones.	See the response to Comment B-2-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-132	Turnbull, Kessa	B-132-3	Transit	This does not look like a transit-focused development, it looks like a completely typical street.	See the response to Comment B-2-3.
		B-132-4	Future Development	Not only will the project not bring jobs to the area, but it will make it even easier for more people to live further away from University Circle and get there easier.	<p>The Cleveland Opportunity Corridor project will improve system linkage and mobility within the area between I-77 and University Circle. It will achieve this by providing an east-west arterial street between I-77/I-490 and University Circle that connects to the existing transportation infrastructure. Given this, the project is anticipated to make it easier for travelers to get to University Circle easier.</p> <p>It is not possible to predict if improved system linkage and mobility might have the indirect effect of encouraging some people to move further away from University Circle. However, the project could also have the indirect effect of generating economic activity and job opportunities, as well as supporting the infill development needed to strengthen and improve local communities.</p> <p>As a separate project, the City of Cleveland received a grant from EPA to develop a plan to assess, clean up and reuse existing brownfield sites in the area. This grant is part of a partnership between the U. S. Department of Housing and Urban Development (HUD), USDOT and EPA. The City's plan for brownfields redevelopment is being coordinated closely with the Cleveland Opportunity Corridor project.</p> <p>Also, the Northeast Ohio Regional Sewer District (NEORS) Green Infrastructure Plan would provide opportunities for reuse of vacant land and economic development. The cumulative effect of these efforts – including the Cleveland Opportunity Corridor project - should improve the quality of life and livability of the area.</p> <p>(See DEIS "How could the Cleveland Opportunity Corridor project influence the future of the area?" on page 4-41. See also the <i>Opportunity Corridor Indirect and Cumulative Effects Assessment Technical Memorandum</i> (July 2012), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)</p>
		B-132-5	Noise	Noise barriers are not necessary on a properly designed boulevard.	See the response to Comment B-9-5.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-132	Turnbull, Kessa	B-132-6	Mitigation Measures	The mitigation measures (except for enhanced noise barriers) should not be optional inclusions, they should be the main priorities of the development, and the entire thing should be designed to make these mandatory.	See the responses to Comment B-12-2, Comment B-67-2 and Comment B-80-3.
B-133	Wallace, Aaron	B-133-1	Transit	I rely on buses almost every day.	See the response to Comment B-120-1.
B-134	Weaver, Herman	B-134-1	General Opposition	I prefer that the project be cancelled in its present form because it interrupts physical, social and business in the community.	This comment has been noted in the project record.
B-135	Wells, Krissie	B-135-1	Impacts and Benefits	I am against this project, considering that it seems to be planned with only drive-through traffic in mind with little consideration of actual east side Cleveland residents.	See the response to Comment B-10-1.
		B-135-2	Transit	The project has no bus line and reroutes other bus lines.	See the response to Comment B-2-3 for a general discussion of public transportation. See the response to Comment B-51-2 for a discussion of impacted bus routes.
B-136	Wheadon, A. Wendell	B-136-1	Workforce Development	Make more emphasis on the job training as an integral part of this program.	See the response to Comment B-15-2.
B-137	Whitfield, Anthony R.	B-137-1	Alternatives	There should be a grass, tree-lined median on E. 105th Street between Cedar Avenue and Quincy Avenue.	The preferred alternative will include a curbed median to replace the two-way left-turn lane along East 105th Street between Quincy Avenue and Cedar Avenue. This design feature was added at the request of project stakeholder to facilitate pedestrian crossings of the roadway. Several other minor updates have been made to the design of the preferred alternative in response to the comments received after the DEIS was published. FEIS Section 3. 4 includes a detailed listing and description of the minor updates.
		B-137-2	89th Street Closure	I disagree with termination of through traffic, both north and south, along E. 89th Street.	See the response to Comment B-19-1.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-137	Whitfield, Anthony R.	B-137-3	Quincy Avenue Closure	I disagree with termination of through traffic, both east and west, on Quincy Avenue east of E. 105th Street.	See the response to Comment B-18-1.
B-138	Williams, Tiah	B-138-1	Relocation Process	I know it's not right to uproot the majority to satisfy or to make easy travel for the few.	See the responses to Comment B-65-2 and Comment B-10-1.
		B-138-2	Workforce Development	They say the project will provide jobs. Jobs for who?	See the responses to Comment B-15-2 and Comment B-30-1. Members of the impacted communities would be able to apply for on-the-job training.
B-139	Williams, Pastor John & Min Sandra	B-139-1	Property Impacts	We see that we are impacted, but not directly? Did you send a letter? What are we to expect, please notify us. Our church Pine Grove Missionary Baptist Church is historical.	The Pine Grove Missionary Baptist Church is located on East 79th Street and would not be relocated by the Opportunity Corridor project nor any of the proposed street closures. Invitations to the public hearing were sent to the project mailing list, which included all known property owners and residents in the project area.
		B-139-2	Mitigation Measures	Job training assistance is a desired mitigation measure.	This comment has been noted in the project record. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-140	Williams, Carrye W.	B-140-1	Impacts and Benefits	From what I see and read about the corridor, there is no direct benefit of the residents in the area.	See the response to Comment B-10-1.
		B-140-2	Transit	This project will isolate the community and inconvenience those using public transportation.	See the response to Comment B-2-3 for a discussion of public transportation. See also the response to Comment B-20-4 for a discussion of connectivity and mobility associated with the preferred alternative.
		B-140-3	Existing Roadways	What about improved housing, and roads?	See the response to Comment B-2-2. Most--if not all--the funding identified to build the Opportunity Corridor cannot be transferred to address the need of improved housing in the study area (see the response to Comment B-11-8).
		B-140-4	Workforce Development	Provide job training for non-existent and/or low paying jobs.	See the responses to Comment B-15-2 and Comment B-58-4.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-140	Williams, Carrye W.	B-140-5	Mitigation Measures	Mitigation measures are not enough for the disruption the project is causing.	This comment has been noted in the project record. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-141	Williams, Jean	B-141-1	Transit	I am a senior citizen and my main mode of transportation is RTA.	See the response to Comment B-2-3.
B-141a	Willsey, Samuel	B-141a-1	Impacts and Benefits	The preferred alternative has little or no interaction with the communities around it.	See the response to Comment B-10-1.
		B-141a-2	Noise	The preferred alternative is considering noise barriers which would be a prohibitively expensive and unnecessary amenity for this "urban highway" or connector.	See the response to Comment B-9-5.
		B-141a-3	Bicycles	Preferred alternative has no on-street bicycle infrastructure.	See the response to Comment B-72-6.
		B-141a-4	Transit	The preferred alternative has no transit elements.	See the response to Comment B-2-3.
		B-141a-5	Pedestrian Mobility	There are not enough traffic calming elements to make this pedestrian friendly or even viable as a pathway for pedestrians to get from point to point.	To date, traffic calming elements have not been studied for the Opportunity Corridor Roadway. See the response to Comment B-3-1.
B-142	Wilson, Debra	B-142-1	Quincy Avenue Closure	The Opportunity Corridor plans to cul-de-sac the intersection of East 105th Street and Quincy Avenue. This will cut off a major thoroughfare for those traveling by foot, car or bike.	See the response to Comment B-18-1.
		B-142-2	Noise	Traffic Noise will impact neighborhoods.	See the response to Comment B-18-2.
		B-142-3	Air Quality	The project will cause environmental issues such as pollution from the emission of fumes from vehicles passing through the neighborhood.	See the response to Comment B-18-3.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-142	Wilson, Debra	B-142-4	89th Street Closure	Closing or dead ending East 89th is unacceptable for those who depend on public transportation and the businesses that serve the community. This will force transit dependent people to walk further to access the #10 RTA bus service. Currently there is no RTA bus service for Woodland Avenue.	See the response to Comment B-18-4.
		B-142-5	Impacts and Benefits	The true beneficiaries of this \$331 million project are the commuters who don't live in the neighborhoods most impacted.	See the response to Comment B-10-1.
		B-142-6	Future Development	The corridor will provide a way for commuters to bypass the neighborhoods providing no economic impact.	See the response to Comment B-81-4.
		B-142-7	Workforce Development	Expedited job training programs must coincide with the project's implementation. Training should begin as soon as possible seeing that the construction will start sometime early 2014.	See the response to Comment B-15-2.
		B-142-8	Relocation Process	ODOT must provide fair compensation and relocation funds to owners of properties that re in the direct path of the corridor.	See the response to Comment B-19-2.
B-143	Wilson, Fred	B-143-1	Impacts and Benefits	How can you justify displacing whole families and taking away businesses for people who have been in this community all their lives, just to accommodate outsiders, to be more convenient for them not to drive through our black neighborhoods?	The Cleveland Opportunity Corridor project would cause homes, businesses and a church to be relocated. These impacts are necessary to build a facility that meets the project's purpose and need and all pertinent design criteria. Property impacts and relocations have been avoided and minimized to the greatest extent possible through methods such as shifting the roadway alignment roadway, using retaining walls and reducing lane widths in some areas. See also the Response to B-10-1.
		B-143-2	Street Closures	How can you justify blocking streets?	See the response to Comment B-20-4.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-143	Wilson, Fred	B-143-3	89th Street Closure	The Kuramu house is a black landmark this been there for years and you guys want to stop 89th Street right there.	<p>The preferred alternative would build a traffic signal at Woodland Avenue. If 89th Street is extended to the Opportunity Corridor boulevard, it would create a 5-legged intersection at this location. This would introduce traffic operational and safety concerns. Therefore, East 89th Street would be closed between Woodland and Nevada avenues.</p> <p>To mitigate the impacts of this closure, ODOT would resurface Frederick Avenue and convert East 86th Street to a two-way roadway between Frederick and Woodland avenues. This will allow vehicular access to East 89th Street to be maintained via Woodland Avenue.</p> <p>Alternative vehicular routes include other parallel routes such as East 79th Street, East 93rd Street and the proposed Opportunity Corridor boulevard. These alternative routes would provide alternative access to destinations such as Karamu House without a substantial increase in drive time or distance. See FEIS Section 4. 5 for additional information on changes to existing roads and access points.</p>
		B-143-4	Mitigation Measures	Mitigation measures should include helping to build my boxing gym.	Mitigation measures were generally selected to provide broad benefits to the impacted communities as a whole. A complete list of mitigation measures for the project is included in Table A of the Record of Decision (ROD).
B-144	Wilson, Elle	B-144-1	Street Closures	Careful consideration should be given to streets ODOT has proposed to close that affect residents' ability to access public thoroughfares and transportation.	See the responses to Comment B-2-3 and Comment B-20-4.
		B-144-2	Workforce Development	Create sustainable jobs for residents and viable business opportunities for established businesses.	See the response to Comment B-15-2.
B-145	Wilson, Fred	B-145-1	Impacts and Benefits	How can you justify displacing whole families and taking away businesses for people who have been in this community all their lives, just to accommodate outsiders, to be more convenient for them not to drive through our black neighborhoods?	See the response to Comment B-143-1.
		B-145-2	Street Closures	How can you justify blocking streets?	See the response to Comment B-20-4.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-145	Wilson, Fred	B-145-3	89th Street Closure	The Kuramu house is a black landmark this been there for years and you guys want to stop 89th Street right there.	See the response to Comment B-143-3.
B-146	Various Petitions	B-146-1	Transit	Maintain and improve transit service for transit-dependent people.	See the response to Comment B-2-3.
		B-146-2	Street Closures	Do not cut off public access to streets that serve as ingress and egress points for commuters and community residents.	See the response to Comment B-20-4.
		B-146-3	Existing Roadways	Maintain/improve local roads and comply with ODOT's "Fix it First" policy.	See the response to Comment B-2-2.
		B-146-4	Relocation Process	Provide fair compensation to property owners when purchasing their homes or businesses and for the task of relocation (especially for renters, seniors and the disabled).	See the response to Comment B-19-2.
		B-146-5	Workforce Development	Provide a significant proportion of jobs and fast-track job training opportunities that includes pre-apprenticeships and apprenticeships for communities impacted.	See the response to Comment B-15-2.
B-147	Environmental Health Watch	B-147-1a	Relocation Process	The proposed mitigation measures fall short. Negative impacts to local residents include home seizure , increased noise and significant impacts to local air quality in an area of high asthma rates.	See the response to Comment B-19-2.

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ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-147	Environmental Health Watch	B-147-1b	Noise	The proposed mitigation measure fall short. Negative impacts to local residents include home seizure, increased noise and significant impacts to local air quality in an area of high asthma rates.	See the response to Comment B-18-2.
		B-147-1c	Air Quality	The proposed mitigation measure fall short. Negative impacts to local residents include home seizure, increased noise and significant impacts to local air quality in an area of high asthma rates.	See the response to Comment B-18-3.
B-147	Environmental Health Watch	B-147-2	Air Quality	<p>A particulate pollution hotspot study was not done as part of the EIS. The EIS documentation states: "Design year (2020) traffic ranges from the 48,230 average daily traffic (ADT) at the western terminus to 14,640 ADT at the northern terminus. The diesel truck percentage at the west end of the project would be 6.5%, while at the northern terminus the percentage would be 4.5%. Based on these percentages, diesel truck volumes would range from 3,135 per day at the west end to 659 per day at the north end. These volumes, ADT and truck, are below ODOT's PM2.5 conformity Process Flow chart criteria of 87,500 ADT and 7,000 diesel trucks.</p> <p>Based upon a review of the project, the FHWA, USEPA, ODOT, and Ohio Environmental Protection Agency (OEPA) have determined that the proposed Opportunity Project improvement project, PID 77333, "is not a project of air quality concern" under 40 CFR 93.123(b)(1).2.</p> <p>(continued)</p>	<p>USEPA determined that the Opportunity Corridor project was not a project of air quality concern and that no PM 2.5 hot spot analysis was required in October 2010. The determination was based on the traffic projections available at the time.</p> <p>In 2011, the traffic projections for the project were updated to include traffic associated with future development. As a result, the project team updated the Northeast Ohio Areawide Coordinating Agency's (NOACA's) Travel Demand Model (TDM) to incorporate planned development anticipated to occur independent of the proposed boulevard and complementary development anticipated to occur in conjunction with the proposed boulevard.</p> <p>After the TDM was updated, the resulting traffic assignments were post-processed to develop traffic plates for the design year Build and No Build scenarios. The traffic plates were certified by ODOT's Office of Technical Services on April 11, 2012. (See the <i>Opportunity Corridor Operational Analysis Technical Memorandum</i> (May 2012, revised June 2012) and the <i>Opportunity Corridor Certified Traffic Plates</i> (June 2012.))</p> <p>The traffic volumes utilized in the <i>Opportunity Corridor CO Hot-Spot (Microscale) Analysis Report</i> (November 2012) reflected the revised traffic volumes, which were lower than those projected in the October 2010 coordination with USEPA. Furthermore, a PM 2.5 hot spot analysis is required if the Average Annual Daily Traffic (AADT) is greater than or equal to 125,000 vehicles per day AND the diesel truck volume is greater than or equal to 10,000 trucks per day (which is eight-percent of 125,000).</p> <p>(continued)</p>

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-147	Environmental Health Watch	B-147-2	Air Quality	<p>(continued)</p> <p>Therefore, a hot-spot analysis was not required since the Clean Air Act and 40 CFR 9.116 requirements were met without a hot-spot analysis. " However, the correspondence [with USEPA dated 09/27/2010] provided has different numbers.</p> <p>The diesel truck percentage in the design year is stated as 11% and the diesel truck volume at 7,050, which is over the stated standard for doing a hotspot study. Since the Brownfields Area Wide Plan calls for build out of the warehousing facilities at year 2039, it is unclear why 2020 was selected as the design year. It is unclear whether the truck numbers include those from the expected economic development which has been attributed to the corridor.</p>	<p>(continued)</p> <p>Because the recent traffic projections were lower than those coordinated with USEPA and did not meet the thresholds required for a hot spot analysis, the determination that the project is not a project of air quality concern remains valid.</p> <p>According to the <i>Opportunity Corridor Operational Analysis Technical Memorandum</i> (May 2012, revised June 2012), The anticipated Opening Year of the project is 2020, therefore, traffic assignments were generated for 2020 and 2040. Because anticipated development was estimated for ten year periods, traffic assignments were also generated for 2030.</p> <p>To determine the most appropriate design year, the volumes were analyzed to establish which year will require the largest roadway footprint to provide acceptable traffic operations. To do so, the AM and PM peak traffic volumes at each intersection were compared using the following measures: 1. Total volume by approach 2. The magnitude of conflicting movements Although the variation between 2020, 2030 and 2040 was no more than one-percent (1%), each comparison showed 2020 as the year with the highest volumes and most conflicting movements. Therefore, 2020 was designated as both the Opening Year and Design Year for the purposes of the traffic analysis.</p>
		B-147-3	Indirect and Cumulative Effects	<p>While the proposed economic development is cited as a benefit of the corridor in the EIS, impacts from the economic development, including additional environmental pollution and displacement of residents, are not included in the EIS.</p>	<p>The indirect and cumulative effects of the project from future land use change are addressed in the DEIS "How could the Cleveland Opportunity Corridor project influence the future of the area?" on pages 4-41 through 4-33. More detailed information is provided in the <i>Opportunity Corridor Indirect and Cumulative Effects Assessment (ICEA) Technical Memorandum</i> (July 2012), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS. The ICEA addressed impacts to air quality, water quality and a number of other resources. The ICEA also addressed impacts to communities, including relocations.</p>

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-147	Environmental Health Watch	B-147-4	Other	The EIS did not study the impacts of the corridor on climate change. The corridor is likely to result in increased greenhouse gases due to sprawl and disinvestment in the core city.	<p>Unlike criteria air pollutants, no national regulatory thresholds for greenhouse gas emissions or concentrations have been established through law or regulation. Greenhouse gases are quantitatively and qualitatively different from other motor vehicle emissions, and their magnitude and breadth appear to require a different approach to address their potential climate impacts.</p> <p>First, hydrocarbon (HC) and other criteria pollutant emissions are of concern, and thus regulated, in individual metropolitan or smaller areas. The climate impacts of CO2 emissions, on the other hand, are global in nature. From a NEPA perspective, it is analytically problematic to conduct a project level cumulative effects analysis of greenhouse gas emissions on a global-scale problem.</p> <p>Secondly, criteria pollutant emissions last in the atmosphere for perhaps months; CO2 emissions remain in the atmosphere far longer - over 100 years - and therefore require a much more sustained, intergenerational effort.</p> <p>Finally, due to the interactions between elements of the transportation system as a whole, project-level emissions analyses would be less informative than ones conducted at regional, state, or national levels.</p> <p>Because of these concerns, CO2 emissions cannot be usefully evaluated in the same way as other vehicle emissions. The NEPA process is meant to concentrate on the analyses of issues that can be truly meaningful to the consideration of project alternatives, rather than simply "amassing" data. In the absence of a regional or national framework for considering the implications of a project-level greenhouse gas analysis, such an analysis would not inform project decision-making, while adding administrative burden.</p>
		B-147-5	Stormwater Management	ODOT should coordinate and finalize their plans with the Northeast Ohio Regional Sewer District (NEOSRD) then present them to the public.	See the response to Comment B-3-2.

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-147	Environmental Health Watch	B-147-6	Transit	Forty-percent of the household projects do not have cars and rely on public transportation or bicycling. Public transportation components were added as goals for the project, but only as evaluation factors, not for transportation needs. No GCRTA bus service is currently planned along the route, although it may be in the future. No funding is being provided to GCRTA for needed renovations to the E. 79th Street Station, which is in danger of being closed. Community transportation needs should be elevated to the same importance as the transportation needs of suburban commuters and future industrial development.	See the response to Comment B-2-3.
		B-147-7	Pedestrian Mobility	The project as designed will serve as an obstacle to pedestrians.	See the response to Comment B-70-1.
		B-147-8	Future Development	The project could encourage sprawl and disinvestment in the inner city.	See the response to Comment B-132-4.
B-148	Sierra Club	B-148-1	Existing Roadways	Instead of using its own 'fix-it first' approach to system improvements, ODOT has planned for \$330 million in new road capacity.	See the response to Comment B-2-2.
		B-148-2	Transit	The Draft Environmental Impact Statement does not adequately study the overall impacts to the local transit-dependent population, or the 40% of the households without automobile access. Impacts to Greater Cleveland Regional Transit Authority bus routes such as the #10 and 11 go unmentioned.	See the response to Comment B-2-3 for a discussion of public transportation. See also the response to Comment B-51-2 for a discussion of Bus Routes #10 and #11.

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-148	Sierra Club	B-148-3	Quincy Avenue Closure	The 10 and 11 would face reroutes due to closure of Quincy. These bus routes serve residents in low-income housing at Woodhill Estates. Cutting off key access for low-income drivers and Eastside drivers is unacceptable. Plans must be reworked to keep Quincy open to Woodhill, and make up for any service lost for residents.	See the response to Comment B-18-1.
		B-148-4	Transit	The GCRTA station at East 79th requires upgrades to be in compliance with the ADA. Local funding is inadequate to cover this \$16 million upgrade. ODOT is able and responsible to keep this station open. TRAC funds may be spent on public transportation within non-attainment areas, and between ODOT's 'fix-it first' policy, reasons of transit-oriented development, and compensating the community for environmental justice offenses, this transit station must remain open. Workers and residents must be able to reach East 79th's Red Line station.	See the response to Comment B-2-3. GCRTA is currently studying the viability of the E. 79th Red Line station to determine if it will be upgraded, relocated or closed. A final decision regarding this station will be made by the end of 2014.

Public Comment Summary and Responses

ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-148	Sierra Club	B-148-5	Public Involvement	Given that most residents are still unaware of the project, it is worthwhile to extend public comment period as well as hold new public meetings to reopen discussion of the Woodland Alternative.	<p>Three alternates for the Central Section of the Opportunity Corridor, which includes Woodland Avenue, were presented to the public in October 2010. Based on the public input, two alternates were carried for further study. One alternate would create a series of turns along Woodland Avenue to continue travel in an east-west direction. This would result in a gap along Woodland Avenue, called the discontinuity of Woodland Avenue. The other alternative would maintain Woodland Avenue as a continuous roadway with no gaps.</p> <p>The alternative that included the discontinuity of Woodland Avenue was eliminated from further study because a continuous Woodland Avenue would better meet the project's purpose and need. Woodland Avenue is an east-west main route that connects to areas within and next to the project study area. It is an important part of improving traffic flow and connections among roadways, and it also directly links neighborhoods southeast of the Central Business District, including several located right next to University Circle. In addition, the City of Cleveland, the Buckeye Area Development Corporation, and the majority of the general public preferred to keep Woodland Avenue as a continuous roadway.</p> <p>The inclusion of a continuous Woodland Avenue was presented to the public as part of the recommended preferred alternative in July 2011 and at the public hearing on the DEIS in October 2013. Very few comments have expressed opposition to a continuous Woodland Avenue.</p> <p>See also the response to Comment B-10-9.</p> <p>See FEIS Section 3.3 for a detailed summary of the alternatives development, including how the public was involved in the decision-making process.</p>
		B-148-6	Traffic Operations	With Woodland, Quincy, and Cedar in a state of good repair and providing full service, the Opportunity Corridor should not be more than 4 lanes, and should be more pedestrian friendly in its designs (for example, at East 105th).	See the responses to Comment and B-69-2 and Comment B-69-4c.

Public Comment Summary and Responses

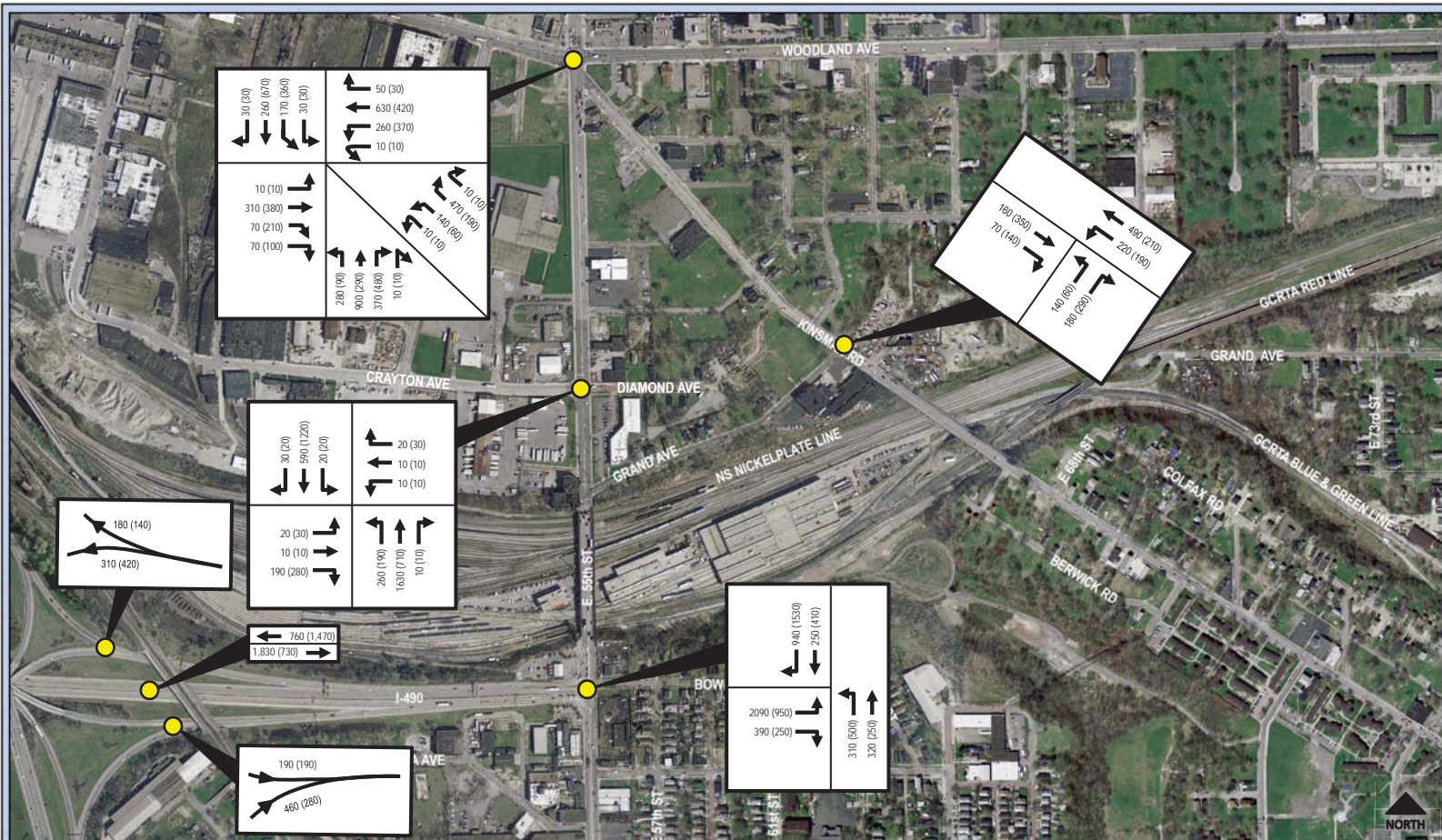
ID	NAME	NO.	TOPIC	COMMENT	RESPONSE
B-148	Sierra Club	B-148-7	Impacts and Benefits	At such a high cost, the road requires more justification in the DEIS, but never even provides figures for travel time saved for commuters compared to the status quo. This basic justification must be in the EIS.	Reductions in travel time are not an element of the project's purpose and need, which is to improve system linkage, improve mobility and support economic development. (See DEIS Chapter 2 and the <i>Opportunity Corridor Purpose and Need Statement</i> (May 2011), which is on the CD included with the DEIS and incorporated by reference into both the DEIS and the FEIS.)
		B-148-8	Other	Impacts on climate change-causing emissions must be included within the final EIS.	See the response to Comment B-147-4.
		B-148-9	Other	Auto-dependent transportation limits active transportation and recommended daily exercise through walking or cycling, and induces increased rates of asthma (due to pollution), obesity, diabetes, and heart disease. Impacts on local health must be included within the final EIS.	Project-level analyses of health issues such as asthma, obesity, diabetes and heart disease would be less informative than ones conducted at regional, state, or national levels. Because of these concerns, local health issues cannot be usefully evaluated in the same way as other community resources. In the absence of a regional or national framework for considering the potential project-level implications to local health, such an analysis would not inform project decision-making.

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APPENDIX C: CERTIFIED TRAFFIC PLATES



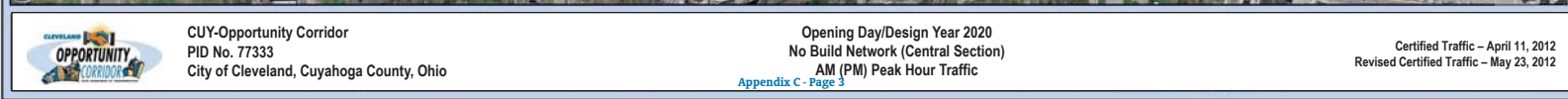
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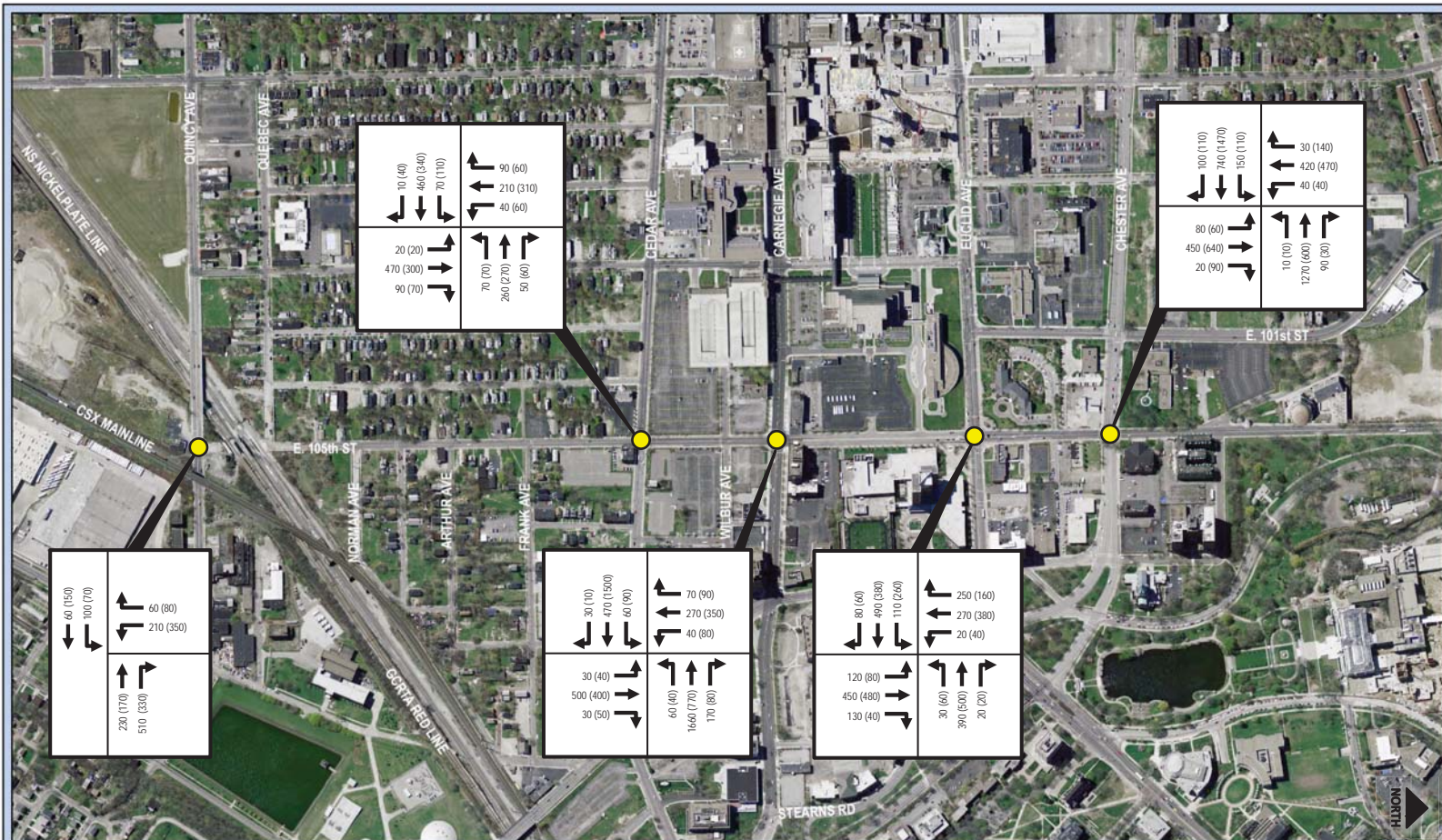


CUY-Opportunity Corridor
PID No. 77333
City of Cleveland, Cuyahoga County, Ohio

Opening Day/Design Year 2020
No Build Network (West Section)
AM (PM) Peak Hour Traffic
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Certified Traffic - April 11, 2012
Revised Certified Traffic - May 23, 2012

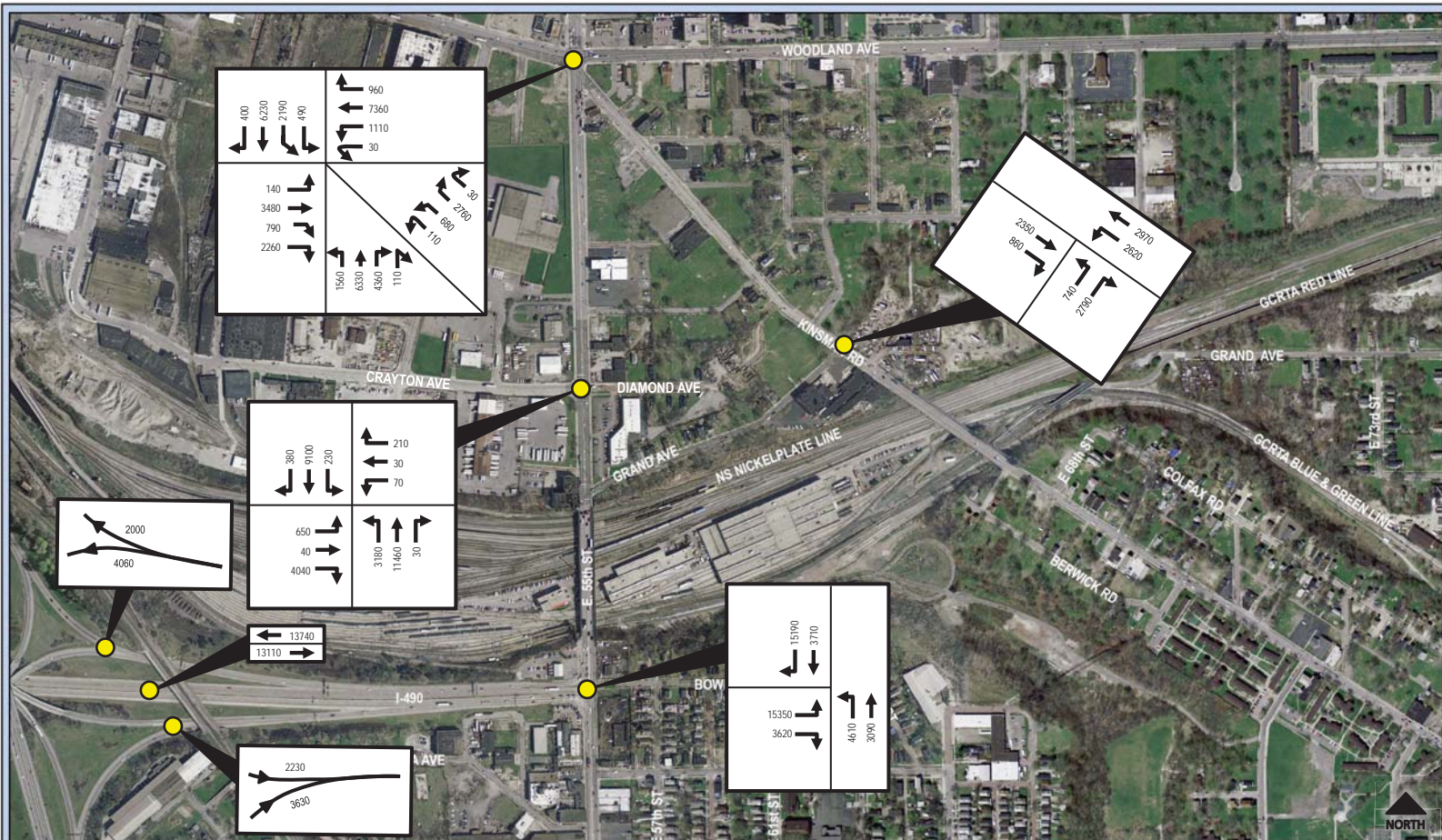




CUY-Opportunity Corridor
PID No. 77333
City of Cleveland, Cuyahoga County, Ohio

Opening Day/Design Year 2020
No Build Network (East Section)
AM (PM) Peak Hour Traffic
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Certified Traffic - April 11, 2012
Revised Certified Traffic - May 23, 2012

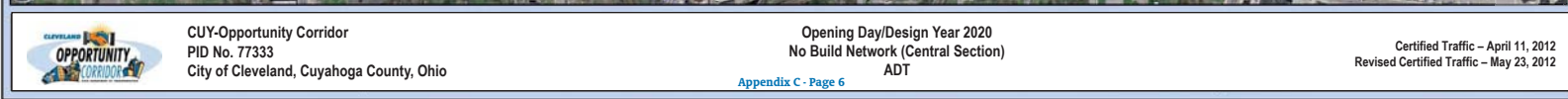


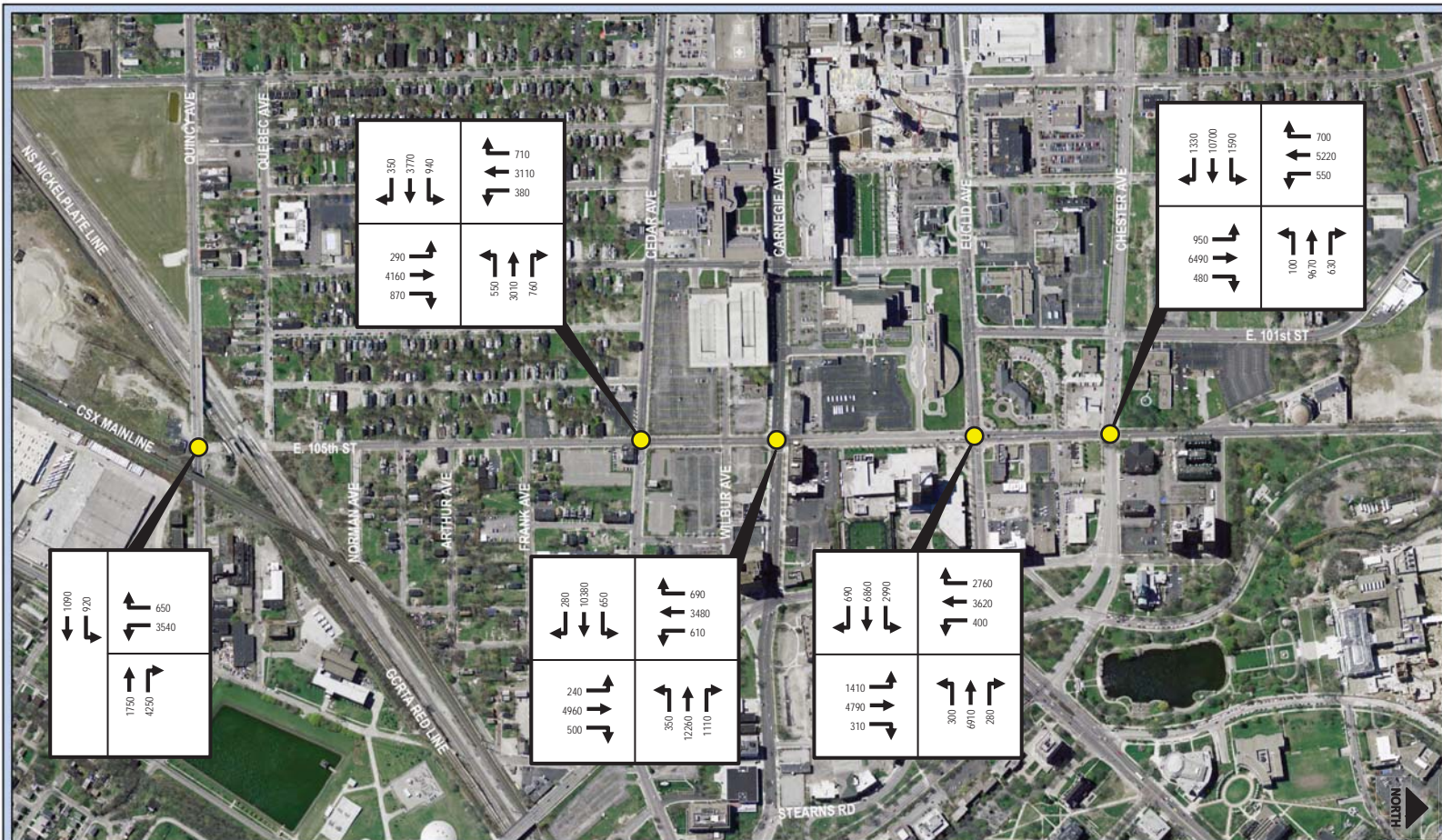
CUY-Opportunity Corridor
PID No. 77333
City of Cleveland, Cuyahoga County, Ohio

Opening Day/Design Year 2020
No Build Network (West Section)
ADT

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Certified Traffic - April 11, 2012
Revised Certified Traffic - May 23, 2012

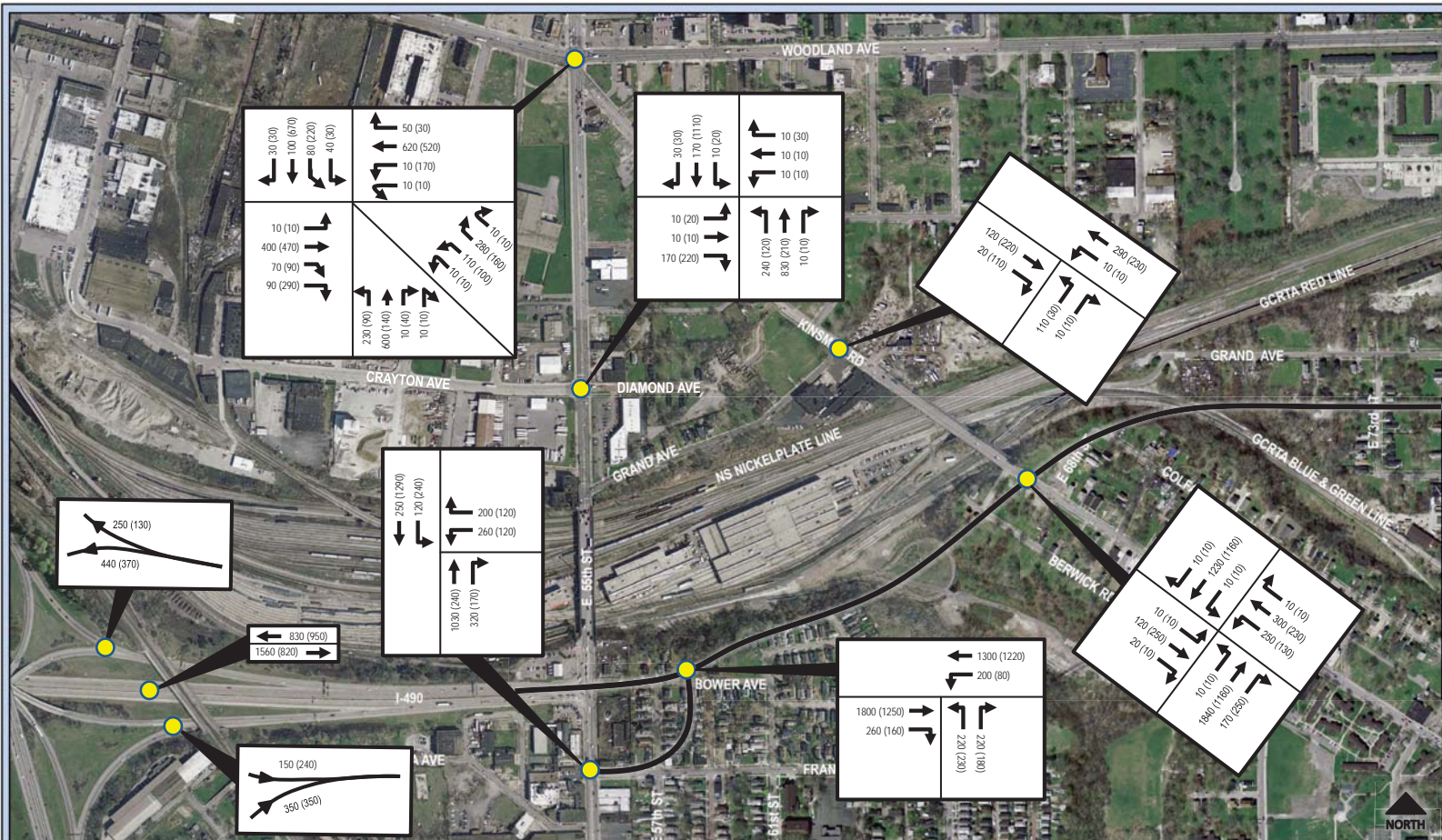




CUY-Opportunity Corridor
PID No. 77333
City of Cleveland, Cuyahoga County, Ohio

Opening Day/Design Year 2020
No Build Network (East Section)
ADT
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Certified Traffic - April 11, 2012
Revised Certified Traffic - May 23, 2012

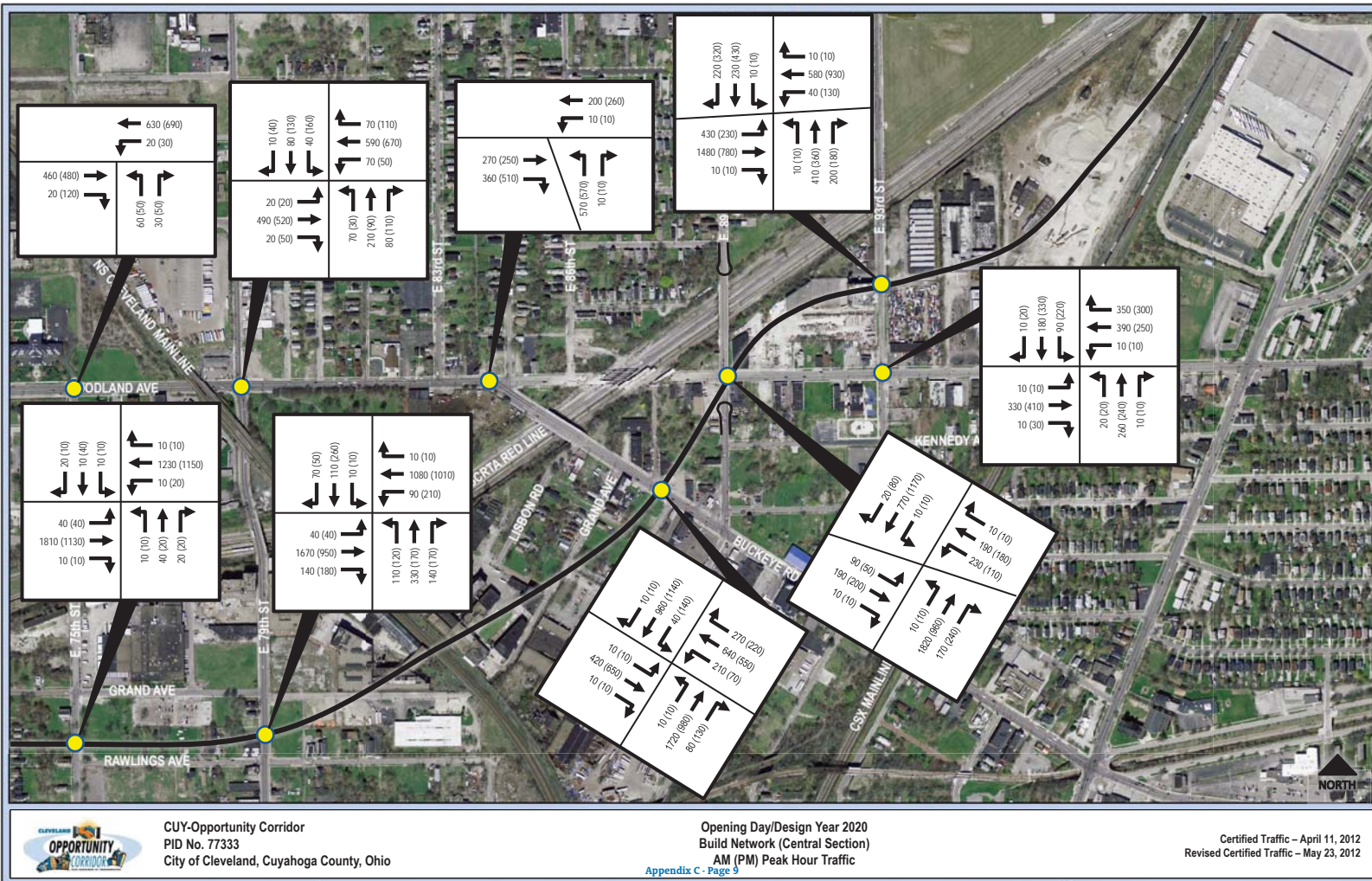


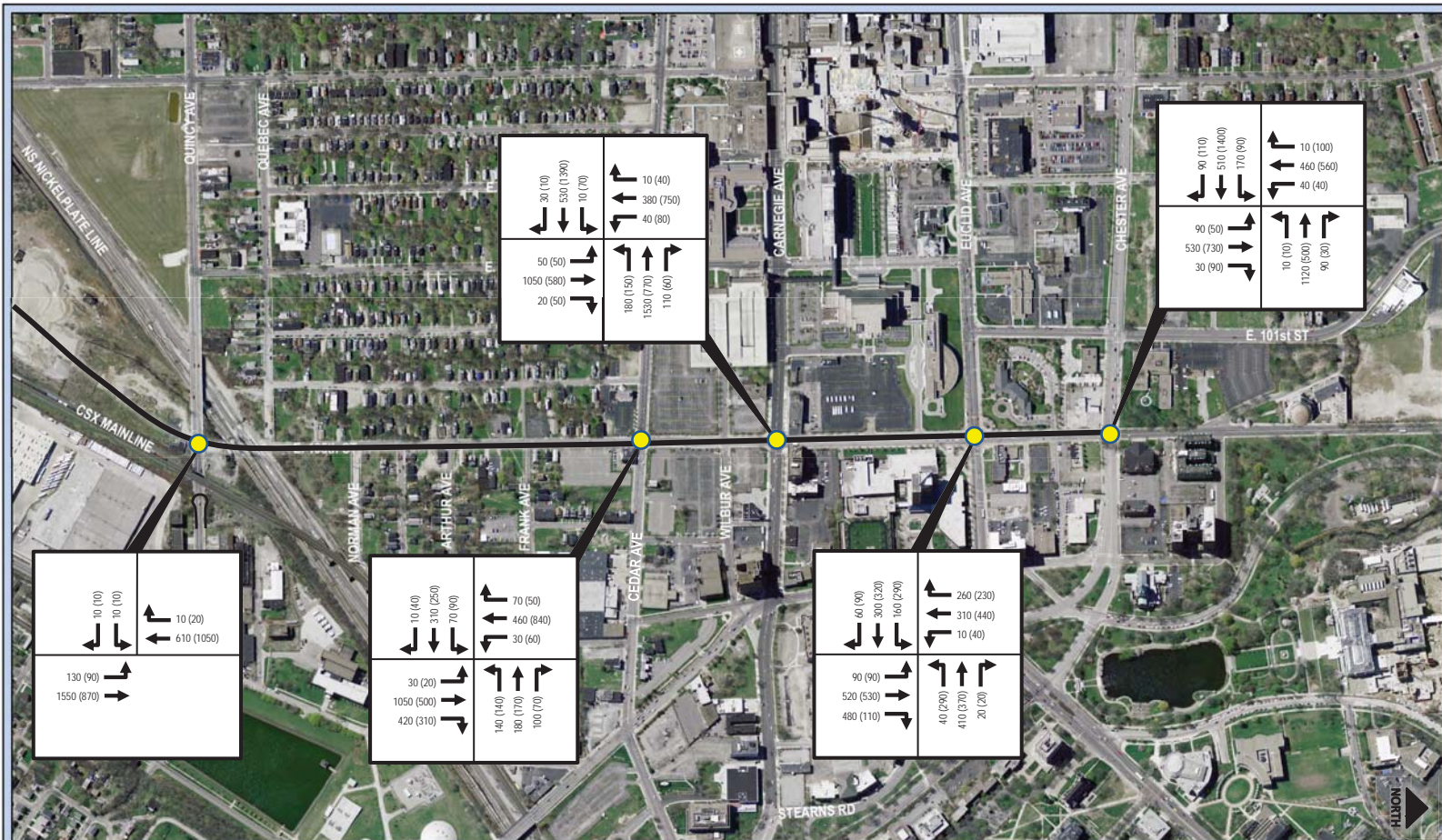
CUY-Opportunity Corridor
PID No. 77333
City of Cleveland, Cuyahoga County, Ohio

Opening Day/Design Year 2020
Build Network (West Section)
AM (PM) Peak Hour Traffic

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Certified Traffic - April 11, 2012
Revised Certified Traffic - May 23, 2012



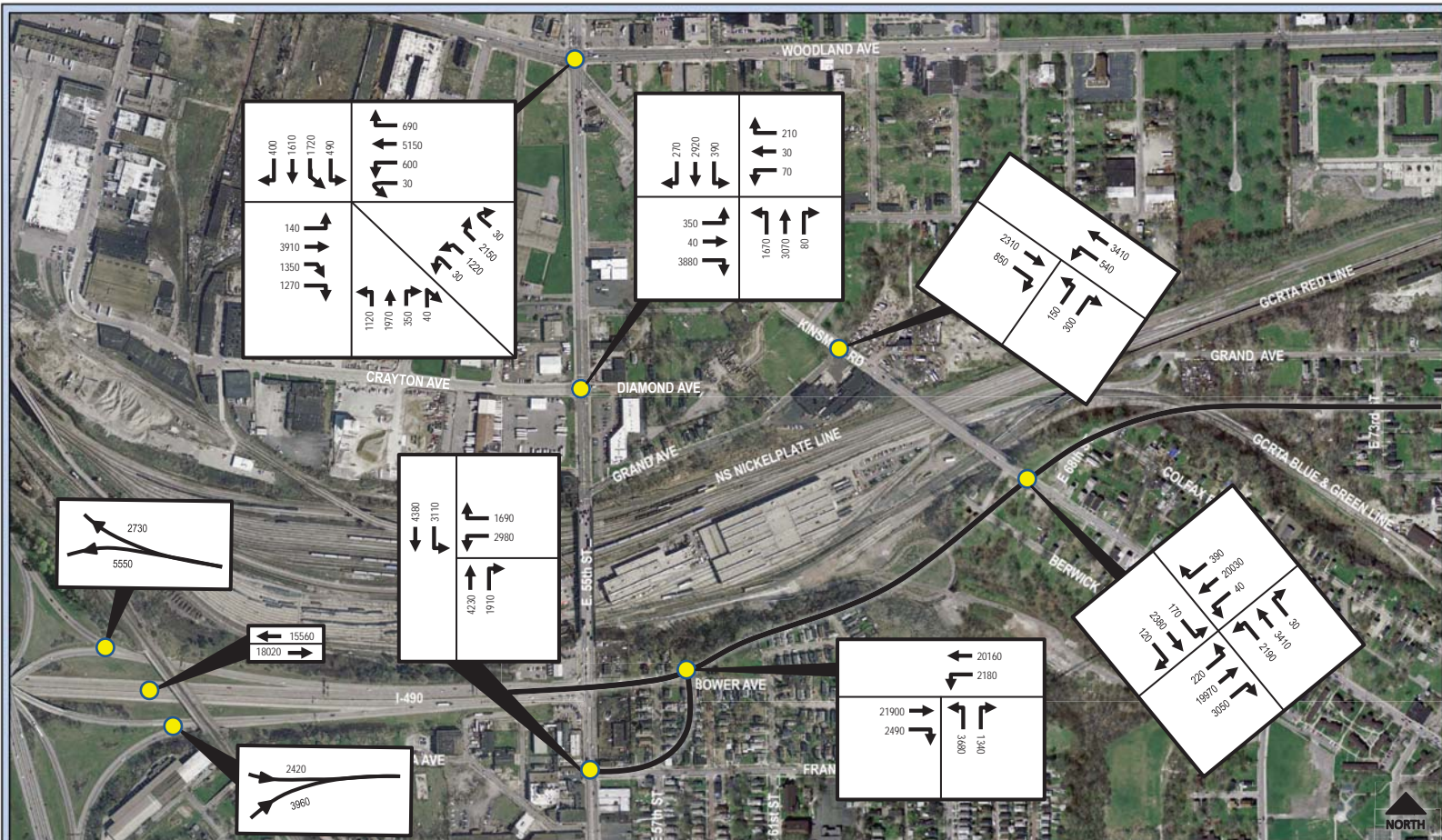


CUY-Opportunity Corridor
PID No. 77333
City of Cleveland, Cuyahoga County, Ohio

Opening Day/Design Year 2020
Build Network (East Section)
AM (PM) Peak Hour Traffic

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Certified Traffic - April 11, 2012
Revised Certified Traffic - May 23, 2012

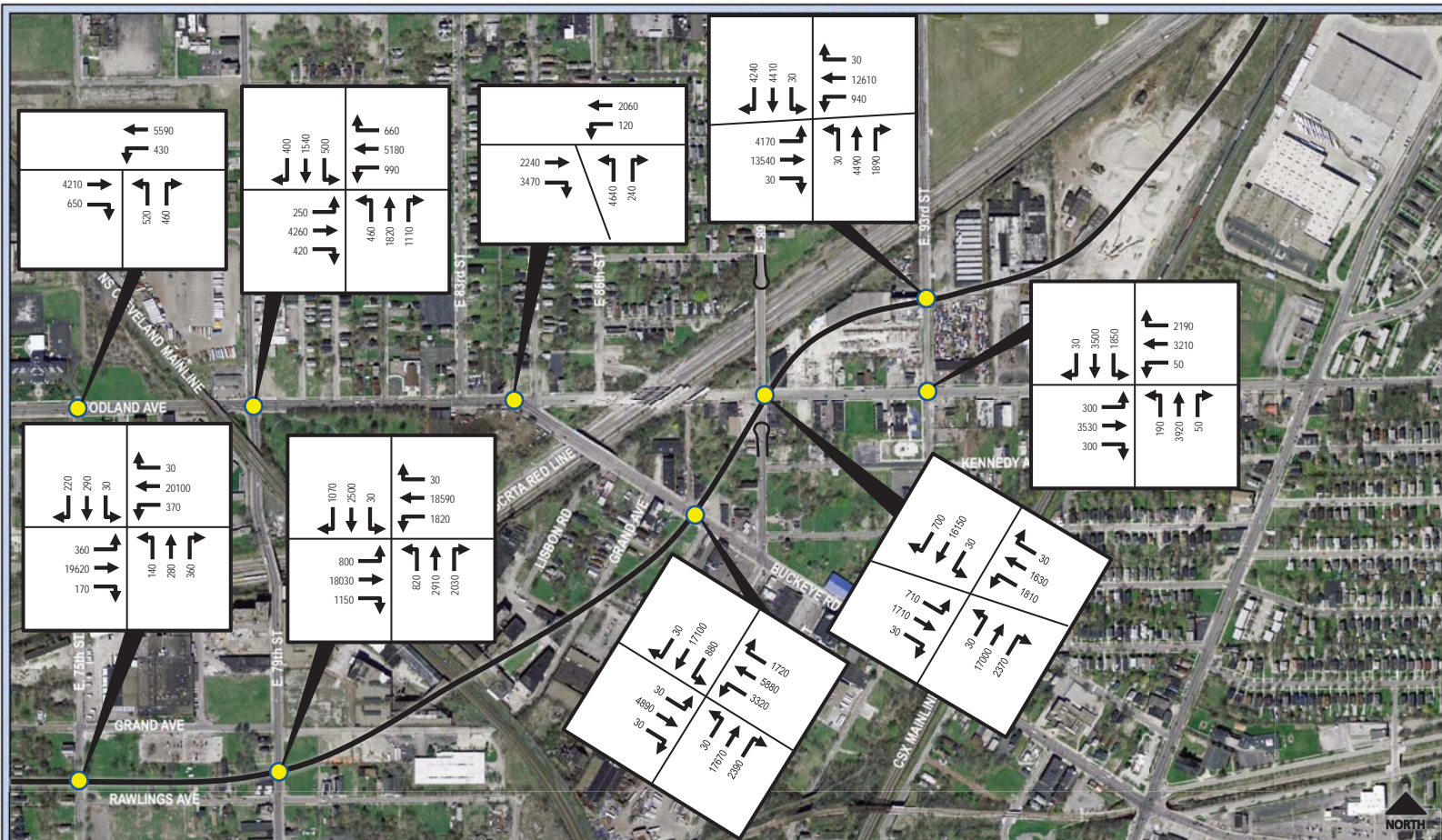


CUY-Opportunity Corridor
PID No. 77333
City of Cleveland, Cuyahoga County, Ohio

Opening Day/Design Year 2020
Build Network (West Section)
ADT

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Certified Traffic - April 11, 2012
Revised Certified Traffic - May 23, 2012

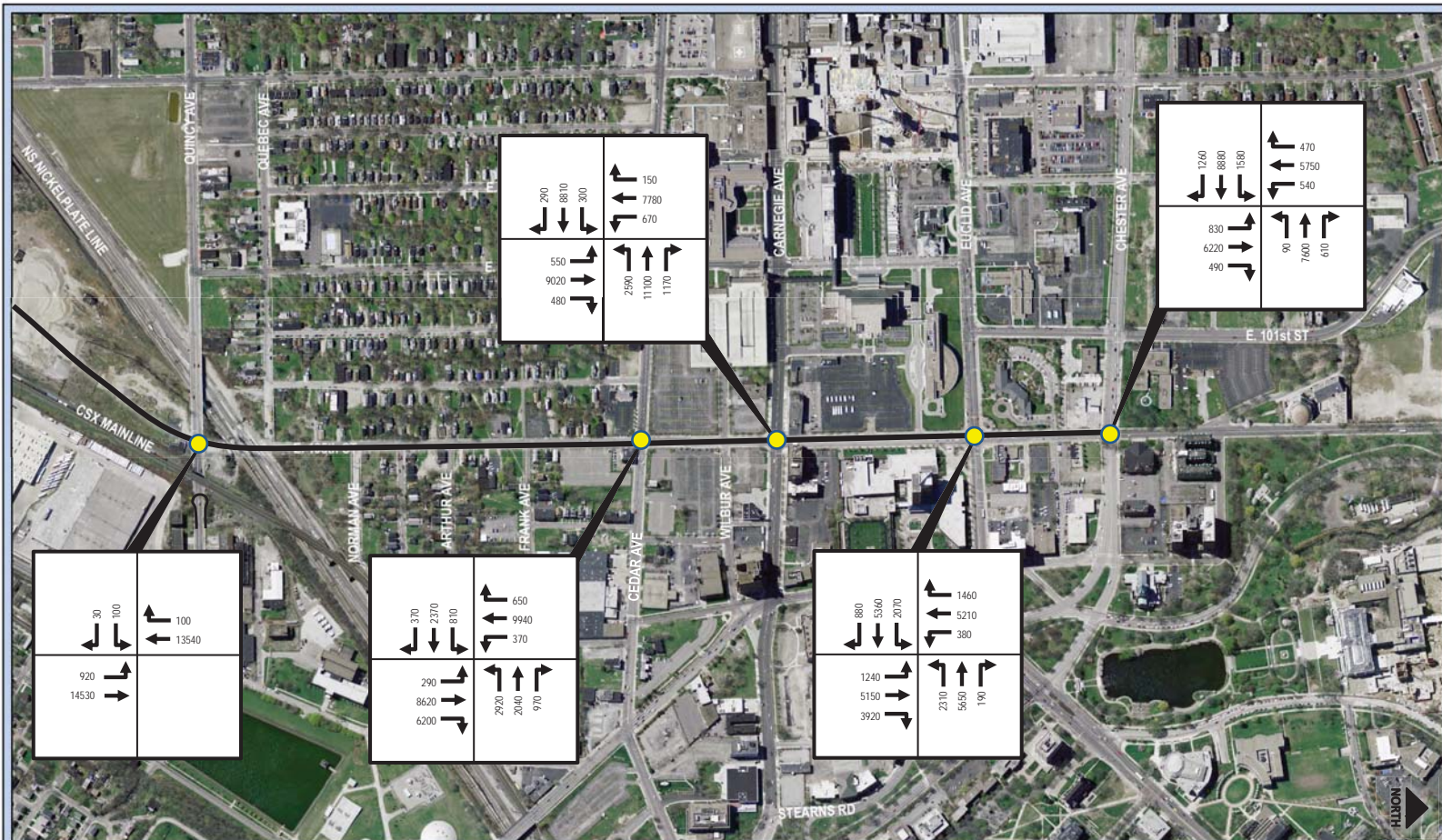


CUY-Opportunity Corridor
PID No. 77333
City of Cleveland, Cuyahoga County, Ohio

Opening Day/Design Year 2020
Build Network (Central Section)
ADT

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Certified Traffic – April 11, 2012
Revised Certified Traffic – May 23, 2012



CUY-Opportunity Corridor
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City of Cleveland, Cuyahoga County, Ohio

Opening Day/Design Year 2020
Build Network (East Section)
ADT

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Certified Traffic - April 11, 2012
Revised Certified Traffic - May 23, 2012